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# EDMONTON

## ALBERTA'S CAPITAL

## 1914

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Their sister Christine LECLAIR THIVIERGE

Sent in 1918 from Ardrossan

From.

Brother Lawd. LECLAIR

To

Sister Mary. BERTRAND

W.J. Connelly
432-2222.

THIVIERGE W.A.,
10145-119 ST. #1507
EDMONTON.AB.T5K-1Z2

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# EDMONTON

*Alberta's Capital City*

NOTE—The publishers desire to state that owing to the remarkable growth of Edmonton, the constant erection of new buildings, and the vast development of both city and district, this book is an authentic record for the past and 1914 only.

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THE ESDALE PRESS LIMITED
AND
McDERMID ENGRAVING CO. LIMITED
EDMONTON, ALBERTA

# EDMONTON

## *Alberta's Capital City*

Illustrated with the latest photographs of Edmonton's wholesale and retail districts; park, street, residential, water scenes, etc.

Together with a Historical Review of the City and its Standing as a Manufacturing, Commercial and Residential Metropolis.

EDMONTON, ALBERTA.
THE ESDALE PRESS LIMITED AND MCDERMID ENGRAVING CO. LIMITED
1914

## From the Publishers

¶ *We, the Publishers, desire to express our appreciation to those who assisted in the publication of Edmonton Illustrated (1914). We feel particularly indebted to the Industrial Commissioner, to the Provincial Librarian, the Industrial Association, the Board of Trade, the Provincial Publicity Department, the Daily Newspapers, and others for their gratuitous assistance.*

¶ *We limit our first issue to 10,000 copies and purpose following this with a later issue of at least 25,000. Copies may be purchased from any stationer, or on the railway trains, news stands or from the publishers at $1.50 each.*

*THE ESDALE PRESS LIMITED*
*per Matthew Esdale*

*McDERMID ENGRAVING CO. LIMITED*
*per F. G. McDermid*

*Edmonton, Alberta*

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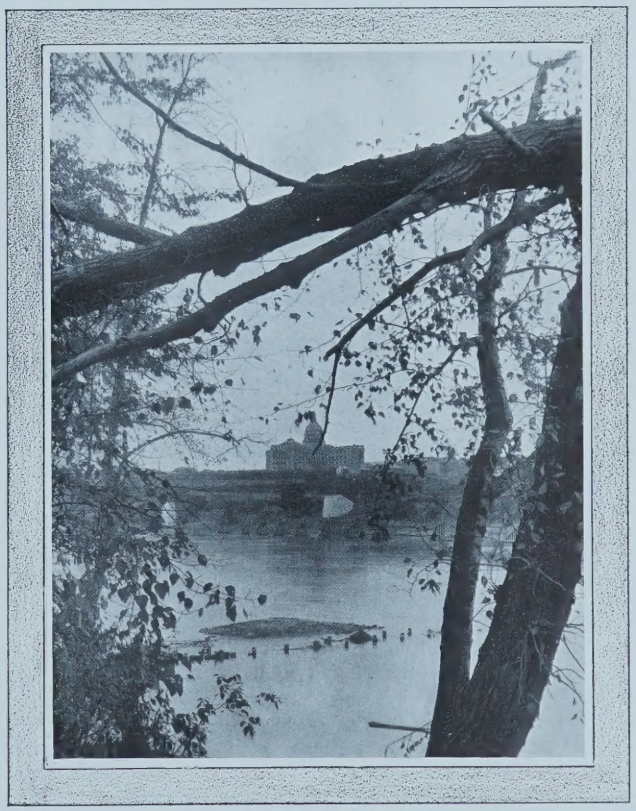
# A SHORT HISTORY OF ALBERTA'S CAPITAL CITY

EDMONTON, the Capital City of the Province of Alberta, has been spoken of as a city with no past, some present and an illimitable future. This is true except that Edmonton's present is rather a considerable thing in the way of city building in a space of time so short as to make the things done well-nigh marvellous. For more than a hundred and fifty years Edmonton was a trading post of the Hudson's Bay Company and made almost no advance in size or importance. Suddenly there came a change and Edmonton advanced at a step into the ranks of towns of size and importance. Resting at this stage of growth for a time, Edmonton took another giant stride forward and is now a city of over 72,000 population, with wide streets, boulevards that stretch, green and grassy, for miles; fine residences; substantial buildings and excellent shops and stores; banks, hotels and theatres; parks and public playgrounds; churches, colleges, and an excellent public school system; railroads, street cars, and automobiles in hundreds; in short, a city with all the advantages and conveniences of modern life has burst forth from the trading post that stood on the banks of the Saskatchewan for so many decades, a rendezvous for trappers and Indians, an abiding place in the wilderness of the West for the few white men who lived here and carried on the business of the great trading company into whose hands King Charles II. gave the whole country of Western Canada as a thing scarcely worth the while to give or take, and without a thought of the vast capacity for usefulness contained within the grant.



A View across the Saskatchewan

That was more than two centuries ago—in 1670—and the Hudson's Bay Company was not long in setting up its forts and trading posts for the gathering of furs. Entering the country of their peaceful conquest by the way of the great bay and straits discovered and named by Hendrik Hudson, the Gentlemen Adventurers covered the whole wide expanse of North America, that had been given over to them thus carelessly, with a chain of posts for the gathering of the rich harvest of furs that still endures although driven into a far smaller space by the coming of white men in thousands and the building of big cities where once were tiny trading posts and forts that served rather to warn and restrain than for repulsing the Indians, who seldom threatened, and never fought, the white men in this part of the continent as they did farther south, in the United States.

Like all of the North-West, Edmonton was first settled chiefly by Scotsmen. The Hudson's Bay Company appears to have had a strong liking for Scots, and Lord Selkirk in particular gave much time, money and attention to bringing Scotsmen into the service of the Company. Many were brought from the Highlands and the islands north of Scotland and we find in the records of early days at Fort Edmonton such names as Mackay, McDonald, Fraser, Laird, McGillivray, McDougall, McFarlane, Walters and Sinclair. Most of these are family names in Edmonton to-day and, so recent is the time when Edmonton emerged from the trading post period, some of the men and women who lived here during those frontier days are still alive and hearty. They live in modern mansions instead of log houses; they ride in automobiles instead of on horseback; they are merchants or manufacturers instead of fur traders. When they go far from home the ready railway carries them instead of a dog train or an ox-cart, and they have lived to see land which was to be had for the taking, sold for millions of dollars. Many of these men and women pioneers of Edmonton have become rich because of that same sharp rise in land values in and about Edmonton.

The field of Edmonton's early history—in the days of its beginning as a Hudson's Bay post—is almost barren of even essential facts. Nobody seems to have considered the doings of those days worth recording and no historian has taken upon himself the task of writing a history of Edmonton; the story is one of fragments, picked here and there from writings all too casual, or personal narratives that are highly interesting but far from comprehensive of all the times of Fort Edmonton or of all the doings of its people. Its history appears to have been, in the main, a dead level of peaceful and profitable trading and equally peaceful events.

During the past ten years an engulfing wave of modern life took hold upon Western Canada and the Province of Manitoba was the first to feel its influence. When it was proposed to build a railway across Canada from coast to coast, surveys were made over the southern and northern routes. The southern route was chosen and Edmonton was segregated from the circle of railway connections. Even when the branch road was built from the Canadian Pacific main line at Calgary, northward, it stopped across the river at what was then South Edmonton, barely a settlement with a name. This was in 1891 and many people thought that the coming of the railway to South Edmonton would make that place the city while Edmonton became the town. The railway had, indeed, a considerable effect on South Edmonton; the settlement advanced to the dignity of a town and then to a city. It took the name of Strathcona and was called by that name until the time of amalgamation—February, 1912—when the two cities were joined in Greater Edmonton.

Meanwhile, Fort Edmonton became Edmonton and a good-sized town succeeded the Hudson's Bay post. It grew slowly and gave few signs of becoming a great city and fewer indications of being a railway center of magnitude and power. One of the earliest descriptions of Edmonton is contained in a book written by the Earl of Southesk, who travelled on horseback over the North-West Territories in 1859-60. The Earl of Southesk's story contains this word picture of Fort Edmonton:

"August 11, 1859.

"It was yet early in the day when we found ourselves looking down on the broad stream of the Saskatchewan River, from the summit of a high steep bank directly opposite Fort Edmonton. My men advanced and saluted the Fort with a general volley from their guns and rifles, a summons promptly answered by the despatch of a boat which in a short while ferried us across to

the northern shore. As we landed, Mr. Brazeau, the officer temporarily in charge, and the Reverend Mr. Wahlsey, the Wesleyan missionary of the district, politely came forward to meet us and offer their friendly welcomes on our arrival."

Even then, Edmonton made its impression on the stranger. The Earl of Southesk goes on to say: "The Fort, externally an oblong palisaded inclosure with flanking towers at the corners, at once struck me as being considerably larger than Fort Carlton, the buildings comprised within its limits being more important both in size and character. Immediately in front of the principal gateway the ground fell suddenly in a deep and almost precipitous descent to the river, which at this point served to carry a great body of water, with an apparent width of about 250 yards. Upstream the view was exceedingly pretty, for the elevated banks which confined the channel were picturesquely broken and richly covered with an abundant growth of wood."

But the rush for gold into the Yukon was the first great force in putting Edmonton on the map of modern making. The telegraph had reached Edmonton in 1876, when the main government line was tapped at Leduc and a wire carried to Edmonton that made Edmonton a part of the world such as no place can become when it is cut off from daily communication with outside points. Although there was not much news to send out, there was plenty of it to come in and the telegraph furnished the means.

As a natural sequence to the telegraph came the starting of a newspaper. This important event took place on December 6th, 1880, when the Edmonton Bulletin made its first appearance. It was a tiny sheet published by a young journalist named Frank Oliver—since then the Hon. Frank Oliver—but it served to supply news and as a starting point for one of the three dailies that are now published in Edmonton. It is an illuminating fact that the press for printing this first Edmonton paper was a small hand machine and was brought up across the plains from Winnipeg in a Red River cart, a vehicle usually made of wood throughout, drawn by an ox or an Indian pony, and which creaked horribly as its wooden wheels turned upon wooden axles plundered of grease by long journeys over rough trails. To-day these same plains are traversed by three transcontinental railways and a network of branch lines that afford quick and comfortable transportation to all parts of the country around about, and speedy access to outside points in any direction the traveler wishes to go.

These railways began to take Edmonton into consideration in the decade between 1880 and 1890, and the road from Calgary found its way to South Edmonton, as stated, in 1891. This seems to the Edmontonian of the present day, a strange oversight of the railway men of the continent but there were only 1,200 people in Edmonton in 1899, many of whom were halfbreeds and few of whom had any special use for railways. The road from Calgary was a feeler thrust out to test what was then very doubtful value from a railway management point of view, and it answered the purpose.

About this time 1897—the rush of goldseekers into the Yukon and Alaska placers brought a good many men to Edmonton and the city was an outfitting point for parties who made their way to the new gold fields of the North via Edmonton, then on the far-flung frontier. These men took stories of Edmonton to many places, for only a few of the thousands who went to seek their fortunes in the placer mines of the frozen North stayed there; most of them had their try at wrestling riches from the frozen fields of the North Land and returned to win success by slower, but surer, processes.

But Edmonton had become known to thousands and growth followed fast upon knowledge. By 1904, the town had seven thousand people and incorporation as a city. Steel was creeping across the prairie from Winnipeg and the Canadian Northern railway arrived in 1905, the first line to connect Edmonton directly with the eastern part of Western Canada. The Red River cart was relegated to the scrap heap and its raucous railing was succeeded by the puffing of the locomotive; the snail's pace of the ox by the rush of steam-driven wheels. Edmonton had taken another giant's step along the path of progress.

Thus fairly launched along the line to lustrous future fame, Edmonton's progress has been swift, sure and substantial. Another railway reached the city in 1910, the Grand Trunk Pacific, and soon the two lines through to the Pacific Coast will lay

the markets of what has always been termed the Far East—soon to be the Near East—at the feet of Edmonton for the selling of the products of the rich prairies that lie within the trade districts of the Alberta Capital. Without boast or brag, it is the due of the city to say that Edmonton has arrived; that the trading post of a few years ago is a real city, the old-time fort a true center of population, progress and prosperity.

## Edmonton - - A Truly Modern City

No city is more truly modern than Edmonton; few have taken so sharp a hold upon modern ideals of civic government and growth. Edmonton is the foremost city in America in the practical application of the principles of municipal ownership and single tax to civic affairs. Edmonton owns and operates its street railway, telephones, power and light plant and waterworks; builds its sewers, streets and sidewalks; has a controlling interest in two hospitals.

Edmonton operates under single tax; there is no other tax than that which is levied on the land and for local improvements. All taxes on buildings, personal property, business or possessions of any kind other than land, have been cut off and all license fees reduced to what is practically a registration fee, except in the case of itinerant salesmen and travelling shows. The rate of taxation is 16 mills on the dollar.

Edmonton's civic government is administered in a modified commission form. There are four City Commissioners appointed by the City Council to whom is added the Mayor to complete the Board of five members. All civic work is divided into five departments assigned for the current year of 1914 as follows: Finance, Mayor W. J. McNamara; Operation, Commissioner John Chalmers; Parks and Markets, Commissioner Arthur G. Harrison; Public Health and Safety, Commissioner Manville S. Booth; Public Works, Commissioner Bryce J. Saunders.

The City Council is composed of ten members, elected at large for a term of two years, five each alternate year. Members for the current year are: A. B. Campbell, Hugh A. Calder, Joseph A. Clarke, Joseph Driscoll, Robert B. Douglas, James East, James A. Kinney, Gustave H. May, Rice Sheppard and Dr. Harry R. Smith.

Mayors of Edmonton from the time of the incorporation of the city in 1904 are as follows:

| | | | |
|---|---|---|---|
| William Short | 1904 | John A. McDougall | 1908 |
| Kenneth W. MacKenzie | 1905 | Robert Lee | 1909-10 |
| Charles May | 1906 | George S. Armstrong | 1911-12 |
| William A. Griesbach | 1907 | William Short, K.C. | 1913 |
| | | William J. McNamara | 1914 |

A new form of city charter is being prepared under which Edmonton may use the commission form of civic government entirely. This will be submitted for the vote of the people during the summer of 1914 and will provide for the abolishing of the City Council and the election of five Commissioners, one of whom will act as Mayor.

## Edmonton - - City of Homes

A city may be great, glorious and grand, but if it fails to be a city of real homes for its people, that city has failed of the chief essential; no degree of commercial growth, or political prominence, can compensate for the absence of the true home quality.

Edmonton is such a city of homes; its houses are built with proper regard for comfort and family privacy; the apartment block has not overwhelmed the detached house and the apartment blocks that have been built are generally so charmingly situated that those who live en suite may enjoy the same abundance of fresh air, sunlight, and open space that surround and pervade the true home.

Four thousand houses were built in Edmonton in 1912 and fifteen hundred in 1913, and, so strong is the home spirit, and so considerable the earning power of the average man, nearly all of these were sold; only a few were rented. These houses are good in architecture, finish and surroundings. Scarcely a house in Edmonton is without its flower garden, lawn, and vegetable garden. All of these are easy to come at because of rich soil, sufficient and timely rainfall, and long-continued and brilliant sunshine during the growing season. Under such impulses, vegetation in Edmonton is vigorous, verdant, and vernal throughout the summer. Flowers bloom, grass is green, trees, shrubbery and lawns hold their freshness and color until late fall.

The winter season, far from being rigorous and rough with frost and furious storms, is surprisingly mild; severe storms are rare, and the coast Chinook—warm wind of the Western sea sweeps across the mountains and licks up the snow in midwinter, clearing the country of snow and breaking the continuity of cold that holds other parts of the West in an icy grip throughout the winter. Winter is quickly superseded by summer, and Edmonton has no such affliction of slush and mud as many Eastern cities have. The country is a natural flower bed, and the parks and fields around the city are decked in floral beauty from early spring throughout the growing season.

## Edmonton's Educational Advantages

Edmonton has excellent schools and colleges; is, in fact, a self-contained city educationally, in which a pupil may begin in the kindergarten school and finish with the arts and sciences. Or, if the student's mind be of practical bent, he may attend technical school and learn a trade. If the student be a girl, domestic science, dressmaking, or a business course, may be taken. Besides the public and separate schools, there are five colleges,—the University of Alberta, Robertson Presbyterian, Oblate Fathers', Jesuit, and Alberta Methodist—a preparatory school for boys—and two Business Colleges.

The University of Alberta is situated in the City of Edmonton on the south bank of the Saskatchewan River, immediately opposite the Legislative Buildings. The University campus consists of 258 acres of land with a frontage on the river of 2,100 feet and an elevation above the valley of about 200 feet.

The University has been in operation six years, opening its doors in 1908 with a registration roll of 45. In 1913 the attendance had grown to 433, showing an increase of about one thousand per cent. In passing it is worthy of note that the students enrolled last year came from 61 distinct communities in the province, from 12 different parts of the British Empire, and from 3 foreign countries.

The departments of instruction consist of Arts and Science, Applied Science, Medicine, and Law, with a staff of over 30 instructors. In the departments of Science and Medicine there are well equipped laboratories, biological, chemical, geological and mineralogical, hydraulics, physics, and testing.

The University also possesses a library of over 12,000 volumes.

The annual upkeep of the University costs approximately $150,000.

The University of Alberta has a flourishing Department of Extension, organizing lectures and circulating travelling libraries throughout the province, and conducting a bureau of debating and public discussion.

In affiliation with the University and located on the campus, the Alberta Theological College (Methodist) cost approximately $200,000, and has accommodation for 150 students.

Edmonton Schools are notedly well housed and equipped. Rapid growth of the city has made it impossible to provide modern buildings fast enough, but this has been done with splendid speed and in an altogether creditable manner. The school property of the city is valued at $3,200,000, and includes 28 fine buildings of brick and stone, thoroughly well furnished with modern educational

appliances. An evidence of the splendid endeavours of the Edmonton School Management to keep pace with the rapid growth of the city is contained in the fact that more than a million dollars was put into new school buildings in 1913.

The Edmonton Technical School deserves special mention among the educational institutions of the city because of its development from a standing start into an efficient working institution within the space of a few months. This was accomplished by the good work of the School Board supplementing the direct efforts of the Director of Technical Education, Mr. W. L. Richardson, formerly of Toronto. Under the impulse of the energy and intelligence of these men, Edmonton has put its first technical school into a state of being and accomplishment; has housed it in a building adapted for the purpose; equipped it with a complete teaching force, machinery and apparatus; and is projecting a second similar school on the South Side, all in a period of eight months.

## Edmonton's Churches

Edmonton has fifty-three Churches, which include all of the principal denominations. The people of Canada are of church-going habit and it is the rule to see all church services well attended. Edmonton affords no exception to this rule but follows the custom of the Canadian people by supporting the churches loyally. Principal denominations in point of number, are Presbyterian, Methodist, Roman Catholic, Anglican and Baptist. Other denominations are Unitarian, Lutheran, Greek Catholic, Seventh Day Adventist, Christian Science, Gaelic, New Thought and the Holiness Movement.

## Edmonton's Hotels and Theatres

Like all cities in Western Canada, Edmonton requires many hotels. The rush of new people to the plains of the prairie provinces brought forth a sharp demand for hotels to house new-comers until they should become settled in homes of their own. Unprecedented conditions of trade and commerce, and the coming of thousands from all parts of the world to investigate the New World of the West, made it necessary for Western cities to have good hotels and plenty of them. Guests at these hotels include all classes of society, from the man of moderate means and tastes to multi-millionaires and royalty.

Edmonton has 21 Hotels, generally good, with one of super-excellence to be opened soon by the Grand Trunk Pacific Railway. This hotel—the Chateau Macdonald is being finished inside and will be opened to the public in the fall of this year, 1914.

The Chateau Macdonald will take its place well up among the best hotels of Canada. Situated on the high bank of the North Saskatchewan, it overlooks the whole splendid stretch of gorge and wooded bank that marks this winding river of the North-west. The Chateau Macdonald will have 250 rooms, and will cost completed, $2,000,000. Interior decorations are being supplied by Tiffany, of New York, and the other fittings of the hotel will be in keeping.

Edmonton is fairly well supplied with amusement houses. These are contained in three theatres and ten moving picture houses. The theatres include one house that deals wholly in vaudeville—Pantages; one that divides its time between vaudeville and legitimate drama—Empire; and one that supports a stock company the year round—Lyceum.

Edmonton is on the Orpheum circuit and this gets high-class vaudeville. First-class dramatic companies also come to Edmonton, and the city is favored by visits from many sterling actors and musicians of the highest order. Edmonton's chief lack in this respect is that of a thoroughly good theatre building. Such a building is projected and soon will be built at a cost of around $400,000.

## Edmonton's Public Utilities

As the chief exponent of Municipal Ownership in America, Edmonton owns and operates all of its public utilities. An inexhaustible supply of cheap fuel, sufficient water close to the city, a swift stream into which sewage may be turned without detriment to other communities, and a new field to work in, makes the principle of municipal ownership easier to apply in Edmonton than in

many other cities. It cannot be said truthfully that the application and working of this principle to the public utilities of Edmonton are without defects, but analysis of conditions and impartial criticism of methods, compels the admission that these defects are due to imperfect administration of the principle rather than to the principle itself.

Edmonton's water supply is taken from the North Saskatchewan, filtered in basins close to the river bank, and pumped direct to the mains for distribution. This water is much softer than that in use in many Western cities, and, being properly filtered, is excellent for domestic and commercial uses. Work is being done that will increase the capacity of the filtration system and to insure a sufficient supply of good water at all seasons of the year.

The City Power and Light Plant is located close to the Waterworks, the two being operated under the same management. Power is produced from coal, no water power of sufficient size being available within a distance to make it economical to develop power from such a source. Edmonton's power plant is being improved and enlarged, to meet the requirements of a growing city, but the time is undoubtedly approaching when different methods will be employed to produce power and light at lower cost than at present. The fact that Edmonton is located over a coal bed of 10,000 square miles area, makes such a method entirely feasible.

The city sewage is emptied into the river at a point over a mile distant from the water intake. The North Saskatchewan is a swift stream, especially during the spring and summer, when rains and melting snow in the mountains swell the volume of water and make the river a sweeping stream that carries everything before it. Preparations are now under way whereby Edmonton's sewage will be precipitated and cleansed before being turned into the river.

Edmonton owns and operates its street railway and telephone systems. The street railway has excellent cars and low fare rates. The tracks are, in general, well laid and well cared for.

The Edmonton Telephone System gives excellent service. The instruments are of the automatic type, and work smoothly and efficiently. There are almost none of the vexations that attend the manual telephone system, and the cost is low. Edmonton's residence telephones cost twenty dollars a year and business telephones cost thirty dollars. The service is growing rapidly, 2,920 new instruments being installed in 1913. This brings the total number in use up to 9,727.

The city government has done much to make Edmonton a pleasant and profitable place in which to live. More than 800 acres of land has been secured for public parks, and this land is so selected that every part of the city is supplied with recreation grounds close at hand. Along the river, and close to the most thickly settled parts of the city, is one of the largest of the city parks —Victoria Park, and includes golf links, baseball diamonds, cricket creases, picnic grounds, a riverside path, and general spaciousness that make for free enjoyment and healthful sports. A high bank which rises abruptly from the long level nearer the river, makes an ideal place for seats, and it is planned to convert this natural amphitheatre into the best sports spot in Canada, with roofed seats along the steep slope, and grounds for the several sports on the grassy level below.

## Edmonton - - Heir to the Kingdom of Commerce

Perhaps the most outstanding feature to Edmonton's contour is the supreme fitness of the city as a trade and commercial centre. This fitness impressed itself upon the Hudson's Bay men, who, looking about for suitable sites for their trading posts, pitched promptly upon the present location of the City of Edmonton as a vantage point of trade. Every discerning mind that has had to do with Edmonton since those early days, has come to the same conclusion. Merchants, seeking fresh fields for commercial enterprises; bankers, looking for new locations for financial institutions; investors, trailing opulent opportunity to its lair; railroads, managed by men with dreams of transportation triumphs; all have turned the eye of enterprise upon Edmonton, and

have seen the city for what it really is—heir to the kingdom of commerce; inheritor of Nature's bounty, and of the cumulative work of man throughout the generations that have lived and labored for Edmonton since the first voyageur on the North Saskatchewan picked this place for one of peace, progress and prosperity.

The southern part of Alberta had the first railway, but the claims of the north were too strong to go unheeded, and Edmonton soon will have three transcontinental roads to put the city's trade and commerce in direct touch with the Atlantic and Pacific oceans. Ten branch lines stretch their traffic fingers out from Edmonton, also to lay hold upon the trade of a country with an area of 250,000 square miles. The opening of the Panama Canal will attract countless cargoes of prairie products to ships at Prince Rupert and Vancouver, via Edmonton, and other cargoes will enter the prairie provinces over the same route.

## Edmonton - - Gateway of the Peace River Country

At the north-west lies the great Peace River Country, the present Promised Land for thousands of settlers who are pouring into this Last West for the white man. The Peace River district contains 40,000,000 acres of arable land; great deposits of mineral; vast stretches of range for cattle and horses; and has a climate not surpassed in North America for healthfulness and suitability to the needs of man. Vast stretches of farm lands are there; millions of acres of grazing; hills and valleys, open country and wooded slopes give feed and shelter for countless cattle; river sands yield gold; lakes hold millions of food fish; coal, oil, and gas are known to be there; iron, tin, lead, gypsum, marl, asphalt, limestone—all of these and other minerals besides—have been found in Edmonton's hinterland. The quality and kinds of riches contained in the Peace River country have been determined, but it remains for more careful exploration to fix the extent of these riches. Railroads are building into the Peace River country rapidly, towns are springing up, trade, commerce and general business are advancing with strong and sturdy strides. A new empire of conquest of a country to the uses of mankind is taking place in this vast district that lies at the very door of Edmonton.

Designedly, and by chance, this exploration is going on now. Men skilled in finding out the natural resources of a country, and in testing the extent and value of these resources, are working in the Peace River district for the purpose of finding out exactly what is there and as exactly presenting its value to the outside world. Thousands of new people add what is often inexperienced, but still acute, perceptions to the ends of exploration. The north-west corner of North America—added to the known geographical world by the explorer Mackenzie but only in bulk—is fast becoming known in detail; its nearer lands are being settled, its remotest recesses are being probed and prodded and turned out to the light of day for the uses of mankind. Added to the present country tributary to Edmonton, the Peace River district will be of immense value as a source of supply and a place of demand upon Edmonton. Every person who returns from the Peace River district has the same story to tell, a story of a land of plenty; of rich soil and good crops; of vast capacity for growth and the support of a large population. One estimate—and that of a capable man—places the population of the Peace River district within the next five years at 100,000. With so many people as this, the Peace River country will take its place among the populous and progressive parts of North America. Cattle, grain and dairy products will pour from its confines into the food-demanding centres of Canada and the United States. Its lumber and mineral products will load ships that will pass through the Panama Canal to all parts of the world. Properly developed, the Peace River district will feed millions and there can be no doubt about the development; it is already under way and making rapid progress along all lines.

Edmonton has done much since the time when the name meant no more than a tiny trading post on the banks of an almost unknown river flowing through a country equally unknown. But beside the present accomplishments of the city and its people, Edmonton's future looms large. It requires no gift of prophecy to see that this must be one of the largest cities of Canada.

# HOW EDMONTON HAS GROWN

## Edmonton Has:

26 Banks and Branches

21 Public School Buildings

53 Churches

150 Factories

90 Wholesale Houses

3 Abattoirs

3 Theatres

4 Colleges

30 Coal Mines—Six billion tons in sight

801 Acres of Public Parks

111 Miles of Water Mains

140 Miles of Sidewalks

32 Miles of Asphalt Pavement

### POPULATION

| | |
|---|---|
| 1901 | 3,167 |
| 1911 | 24,900 |
| 1912 | 53,611 |
| 1913 | 67,243 |
| 1914 | 72,615 |

### BANK CLEARINGS

| | |
|---|---|
| 1908 | $ 38,486,496 |
| 1910 | 71,633,115 |
| 1911 | 121,438,394 |
| 1913 | 213,053,319 |

### BUILDING PERMITS

| | |
|---|---|
| 1905 | $ 702,724 |
| 1910 | 2,159,106 |
| 1911 | 3,672,260 |
| 1913 | 9,242,540 |

### TAX ASSESSMENT
(Land Only)

| | |
|---|---|
| 1905 | $ 6,620,985 |
| 1910 | 30,105,110 |
| 1911 | 46,494,740 |
| 1912 | 123,512,590 |
| 1913 | 187,941,920 |

### PASSENGERS ON STREET RAILWAY

| | |
|---|---|
| 1910 | 3,427,723 |
| 1911 | 6,296,824 |
| 1912 | 11,250,404 |
| 1913 | 14,835,500 |

## Edmonton Has:

91 Miles of Sewer

25 Hotels—one costing $2,000,000

3 Transcontinental Railways

10 Branch Lines

30 Passenger Trains Daily

4 Railways building into the Peace River Country

250,000 square miles of Tributary Territory

17 inches of Precipitation a year

10 Deaths per Thousand per Year

18 Hours of Sunshine a Day in Midsummer

Municipal Ownership

Single Tax

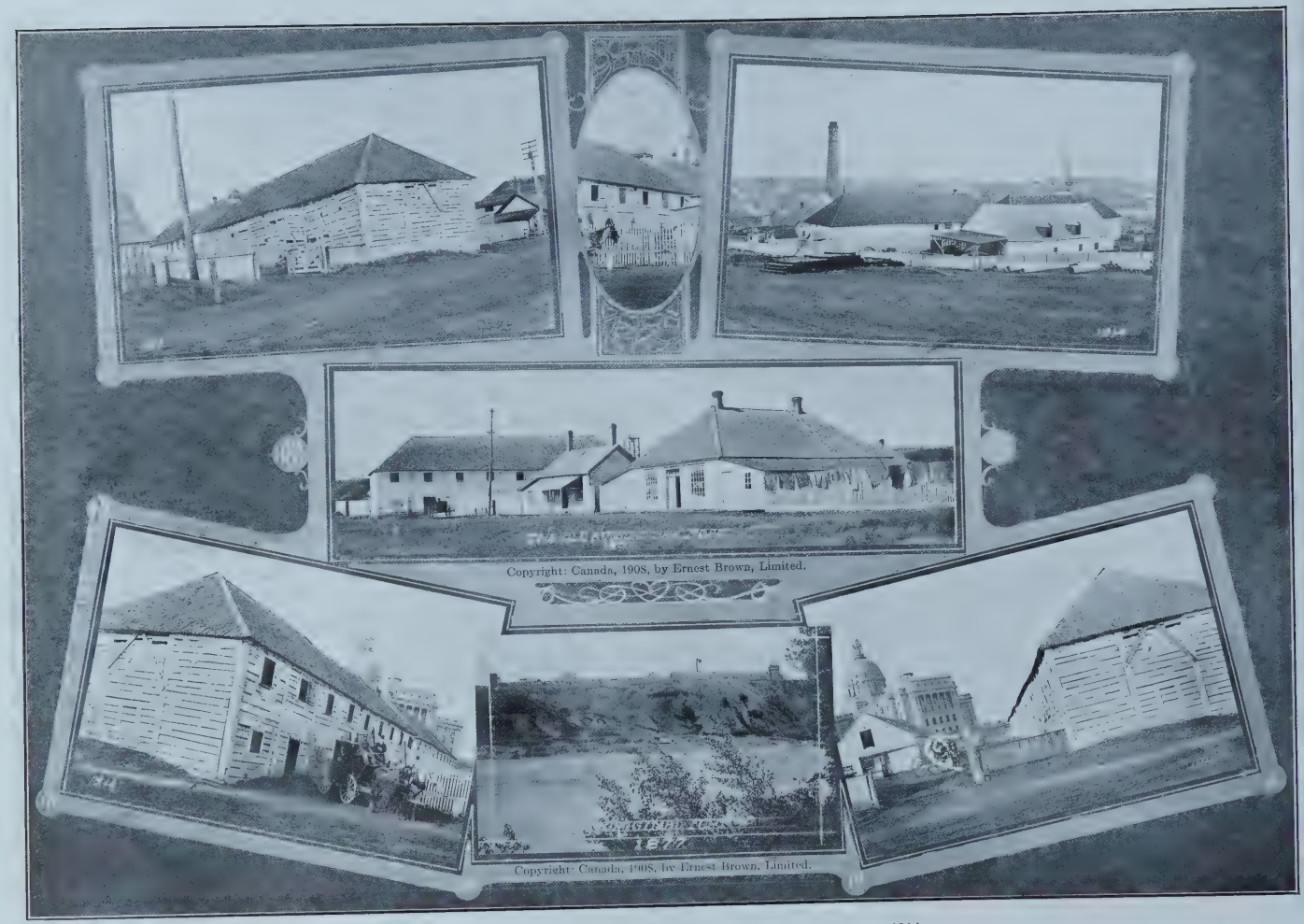
The Richest Farming District in Canada

Cheap Land

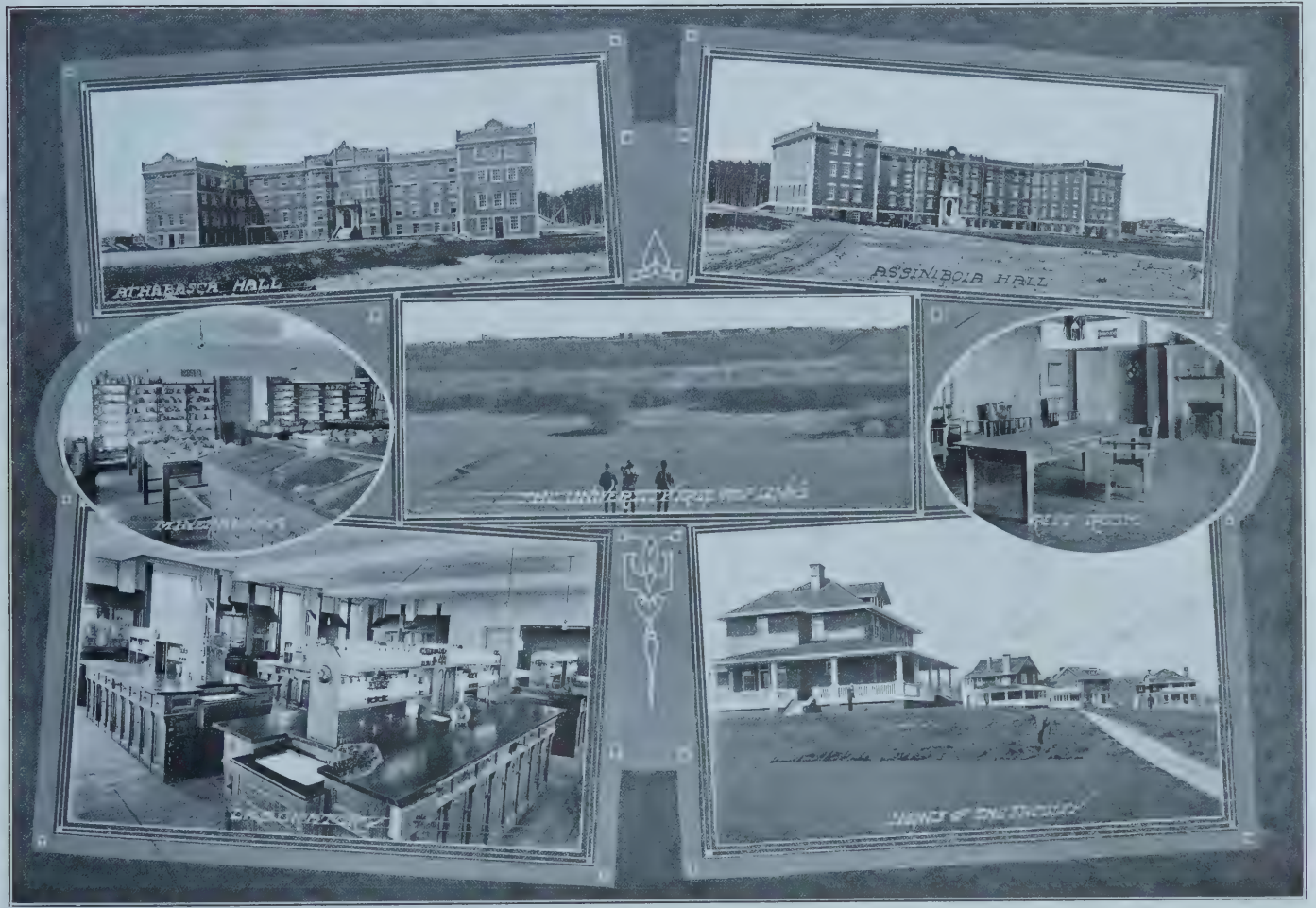
Free Land in Tributary Districts

Provincial Parliament Buildings

Government House (Glenora), Residence of Lieutenant-Governor Bulyea




THE OLD HUDSON'S BAY FORT,—AS IT WAS IN 1877, AS IT IS IN 1914


ATHABASCA HALL
ASSINIBOIA HALL

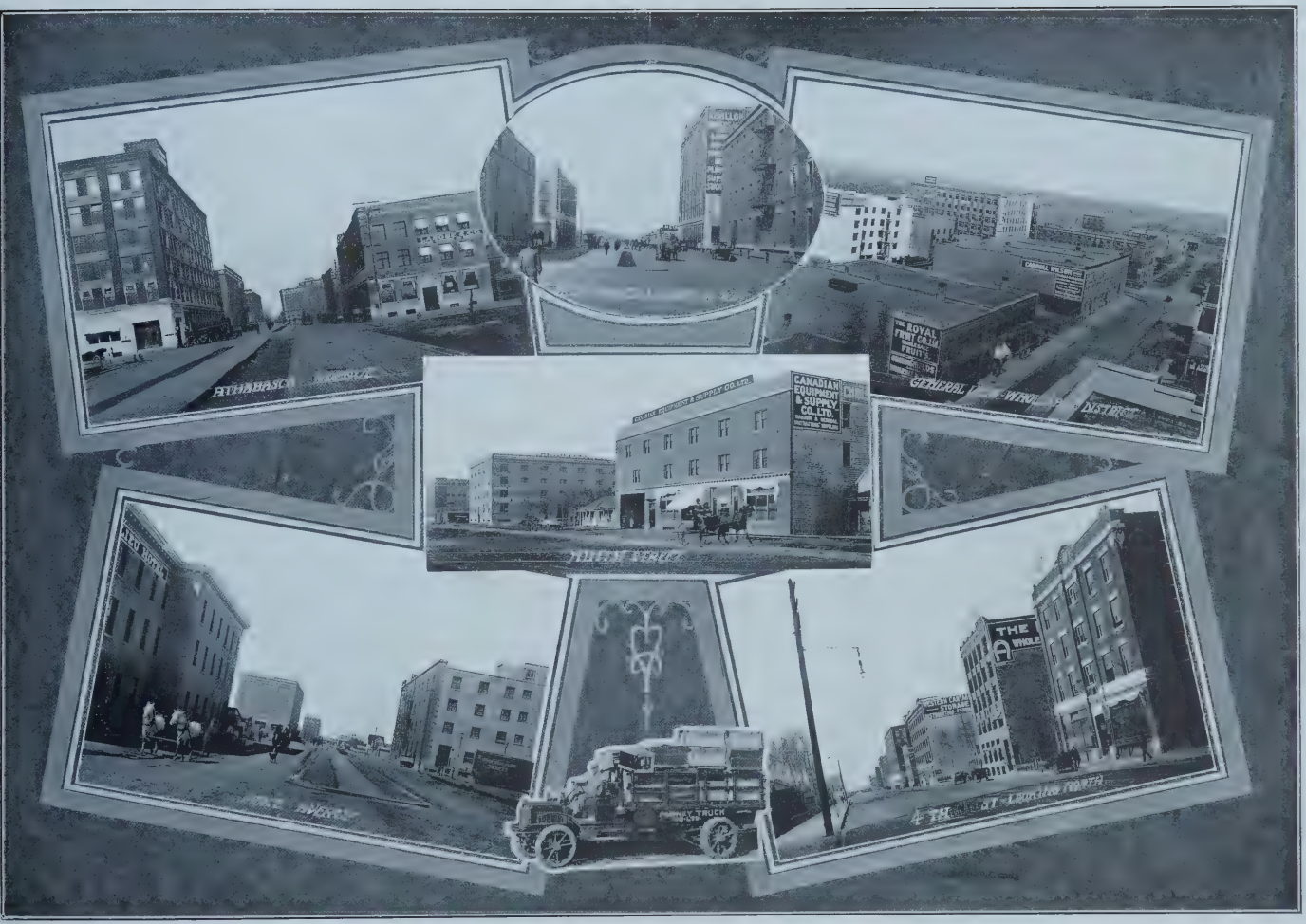
High Level Bridge from North Side

High Level Bridge from South Side

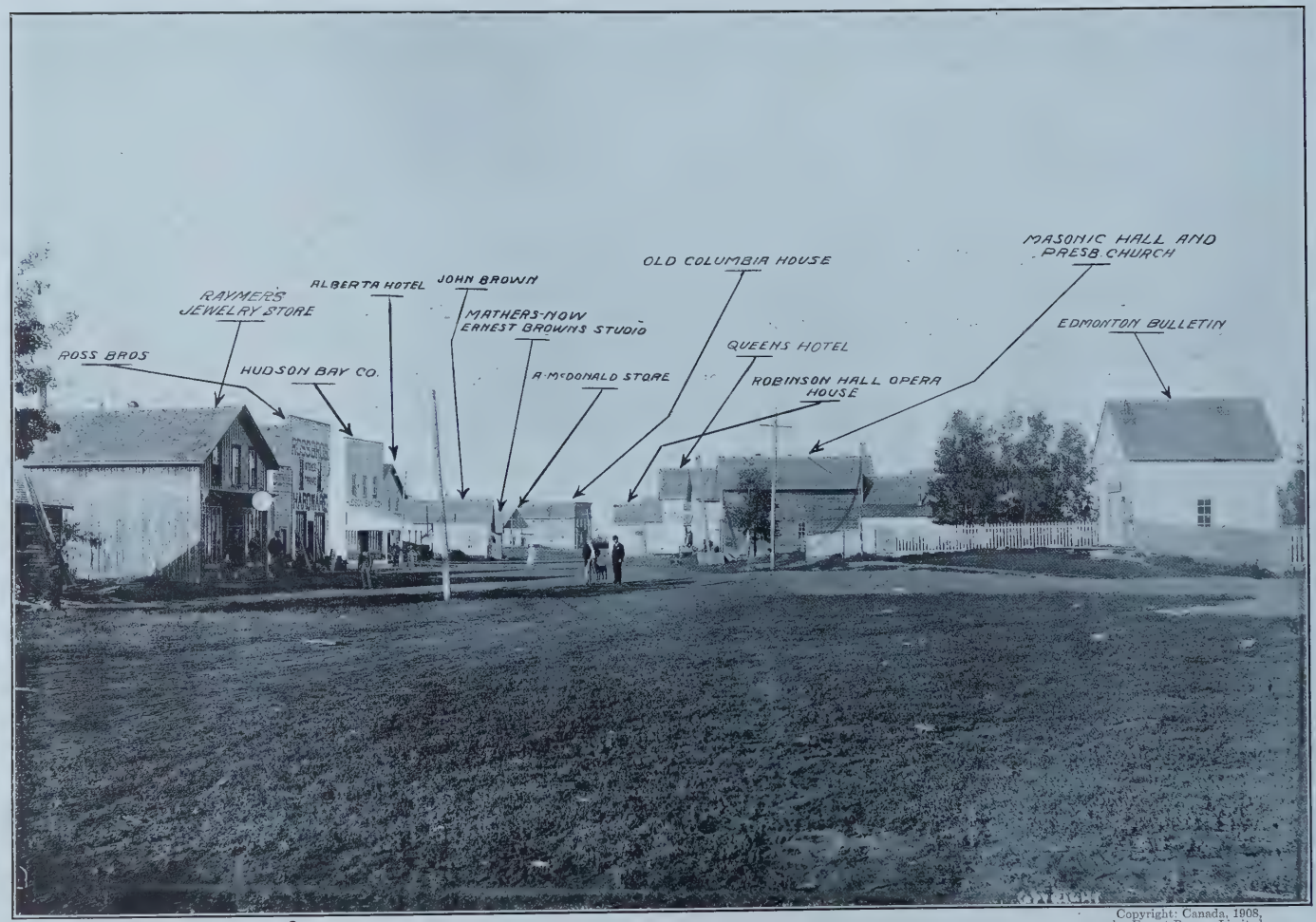
Railway Depots

Freight Yards

Jasper Avenue, Looking West (Retail District)




Street Scenes in Wholesale District




Copyright: Canada, 1908,
by Ernest Brown, Limited.

Jasper Avenue, 1890, Looking East from "Bulletin" Office

Jasper Avenue East, 1914, from Same Position

Jasper Avenue, 1896, Looking East, from Roof of Laurie & Picard's Store

Jasper Avenue, 1914, from Roof of Morris' Store (Same Building)

Copyright Canada, 1908,
by Ernest Brown Limited.

Jasper Avenue, 1903, Looking West, from Queen's Avenue

Jasper Avenue, 1914, From Same Position

Jasper Avenue, 1906, Looking East from First Street

Jasper Avenue East, 1914, From Same Position

Jasper Avenue, from First Street Looking East (Showing Retail District)

Jasper Avenue, from First Street Looking West to Ninth (Showing Retail District)

Jasper Avenue West, Looking East to First Street from Corona Hotel

Jasper Avenue West, from Corona Hotel, Looking West

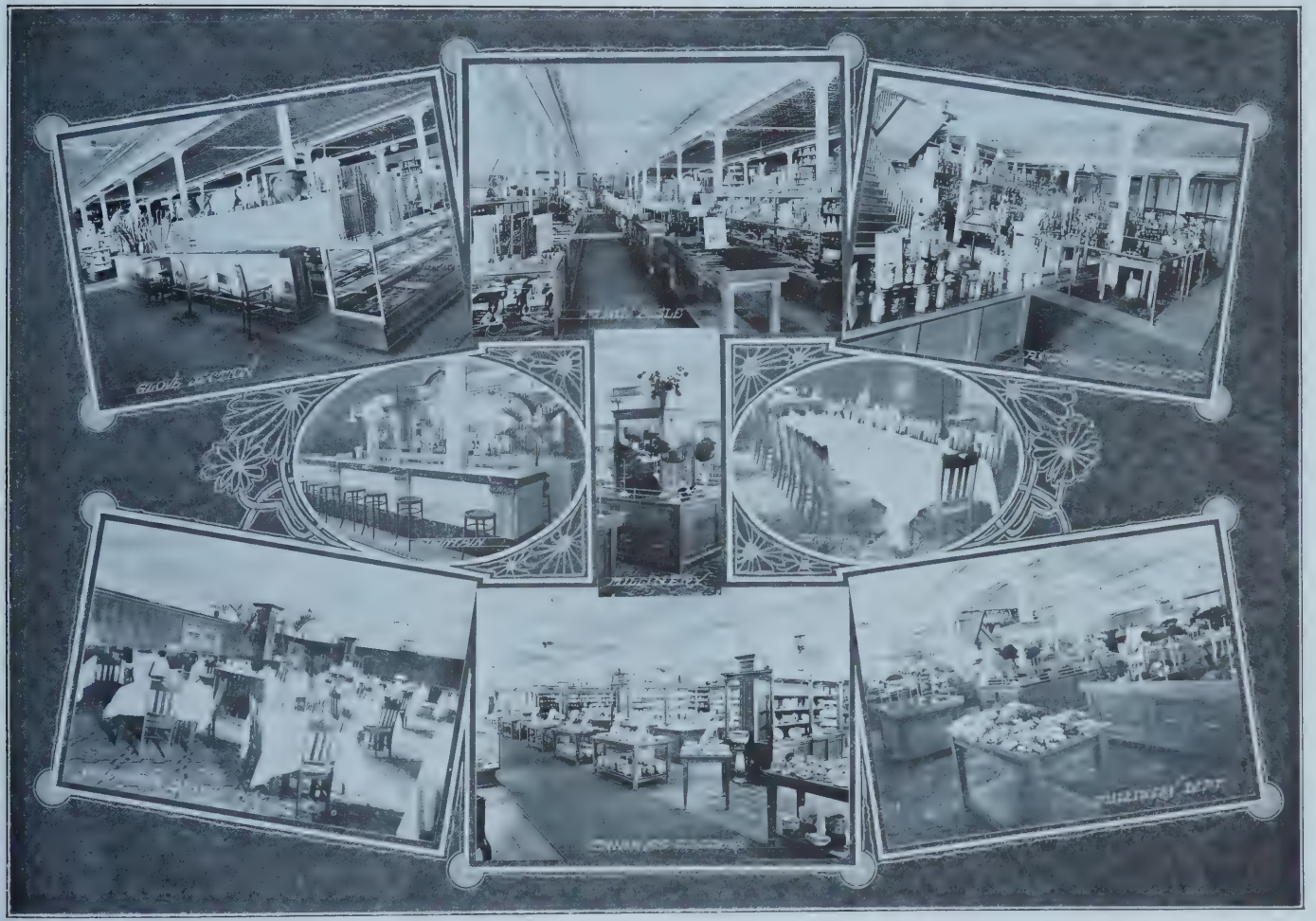
First Street, Looking North from Jasper (Retail Section)

First Street, Looking South (Retail Section)

Chateau MacDonald, Cor. McDougall Ave. and MacDonald Drive. To be Opened in Fall, 1914. (From Photo taken June, 1914)

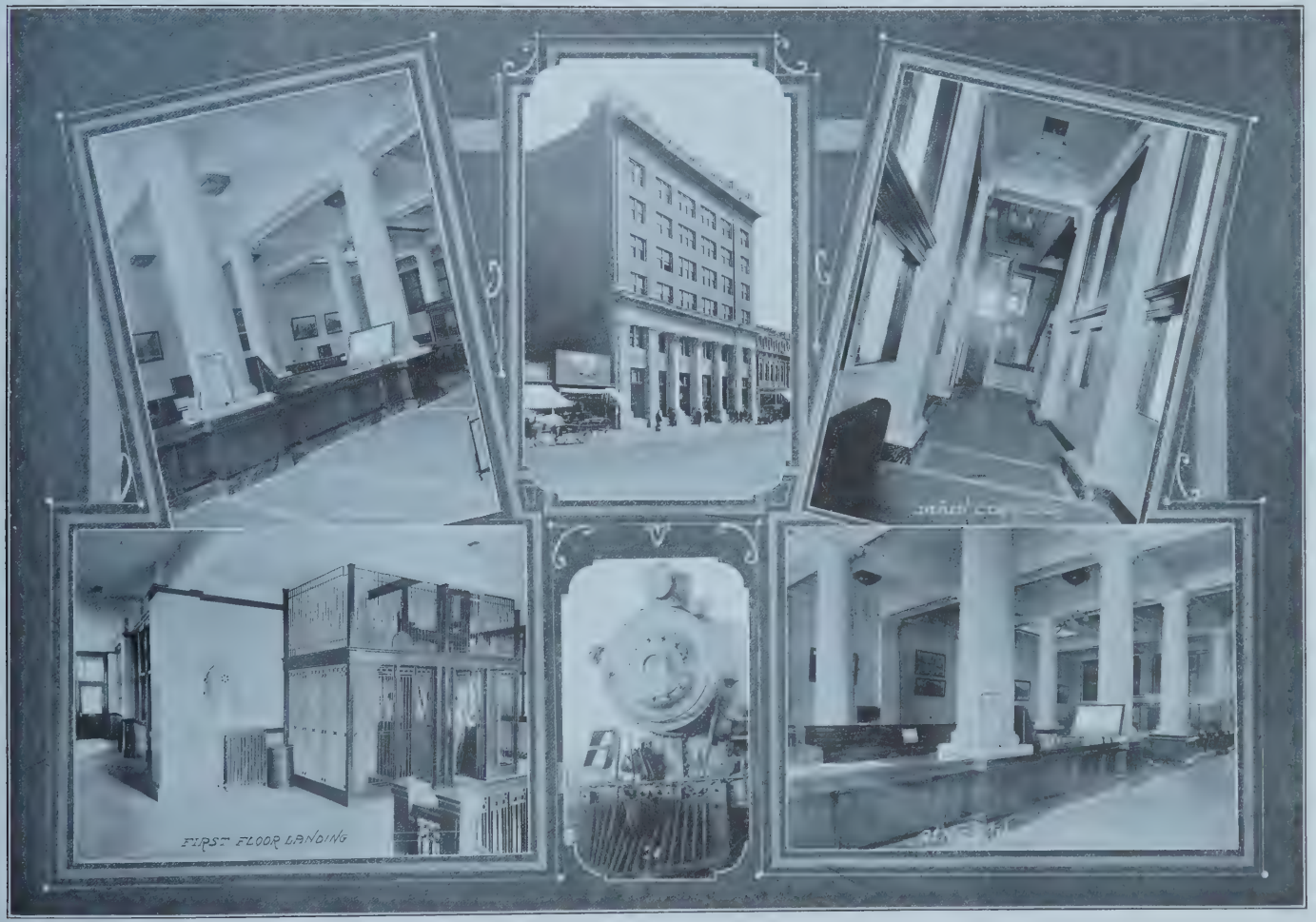
Chateau MacDonald, when Completed. (As taken from Architect's Drawing)

The Hudson's Bay Departmental Store, Cor. Jasper Avenue West and Third Street



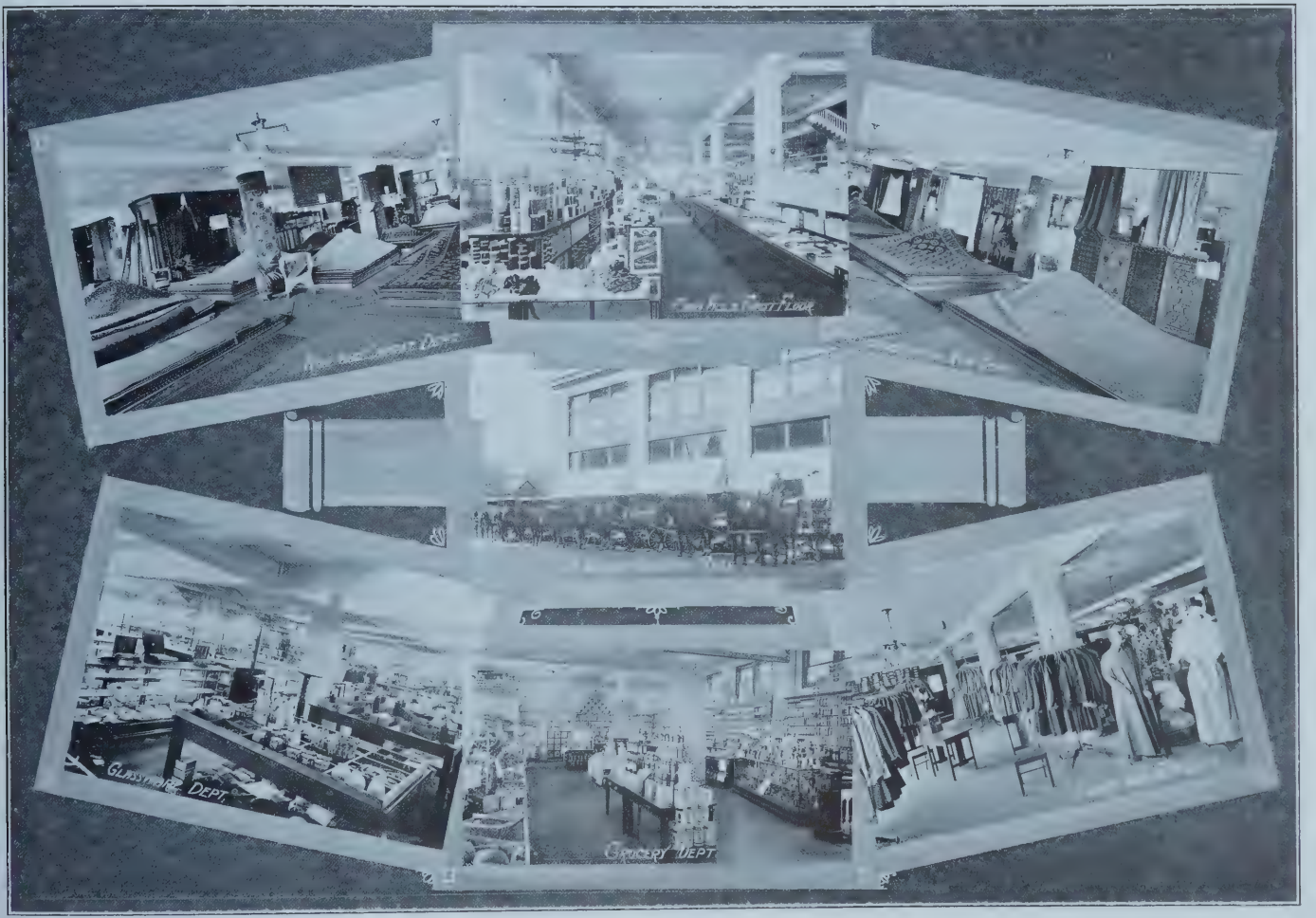
Interior Views of the Hudson's Bay Departmental Store

The Royal North West Mounted Police at Edmonton




Canadian Pacific Railway Office Building

James Ramsey Limited, Departmental Store, Cor. First and Elizabeth St.




Interior Views of James Ramsey Limited, Departmental Store

Showing Four Distinct Modes of Transportation

Walter Ramsay's Greenhouses, Victoria Ave. (10th to 11th Streets)

GOLF LINKS, VICTORIA PARK

Corona Hotel and Interior Views, Jasper Ave. West (6th and 7th Sts.)

Tipton Park, South Side

King Edward Hotel, Cor. First St. and Athabasca Ave.

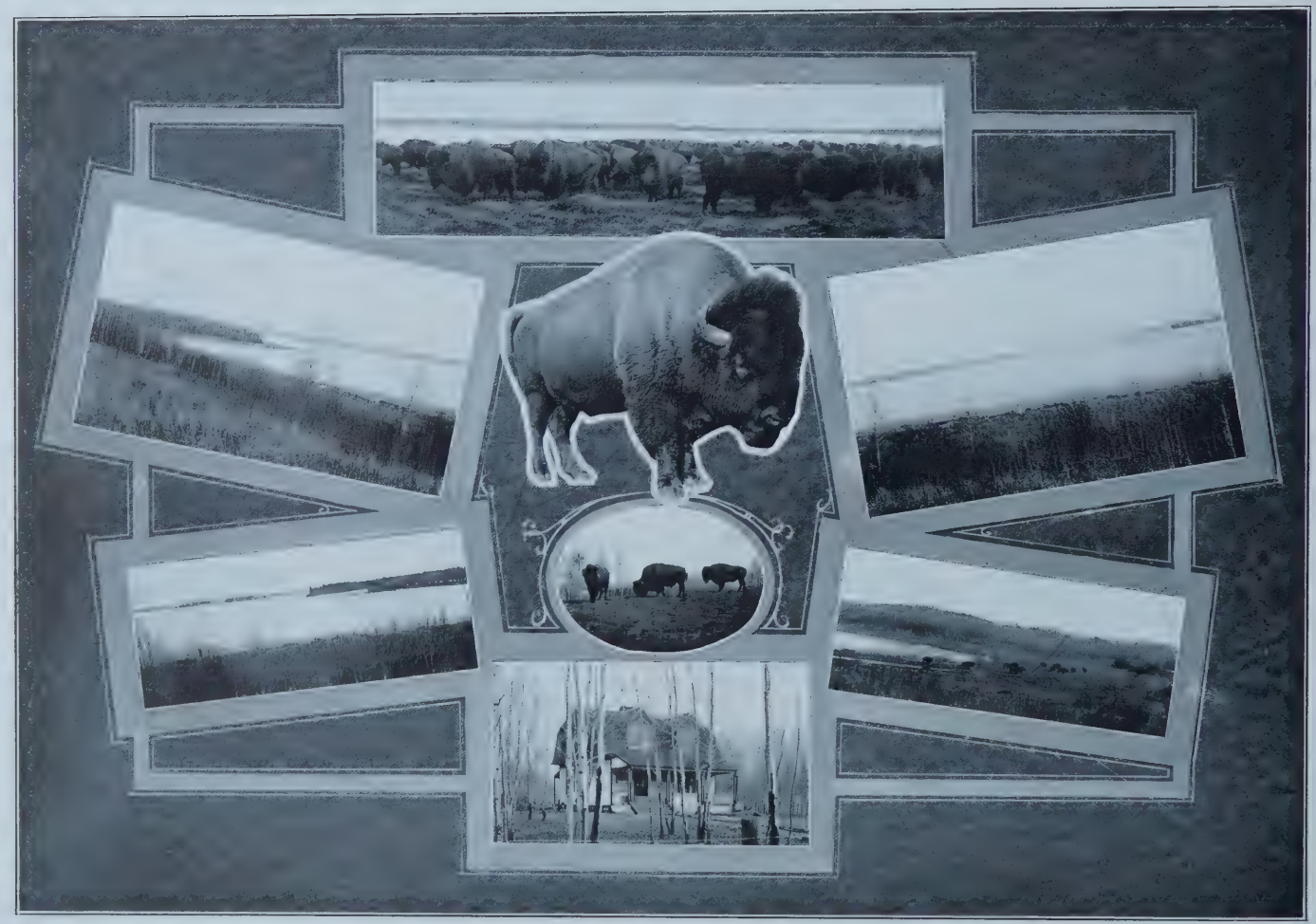
*Page fifty-four*

VIEWS OF CAPITAL HILL

Hotel Selkirk and Interior Views, Cor. Jasper Avenue West and First Street

Beautiful View in Capital Hill

Group of Prominent Hotels



Views of Elk Lake Park,—36 Mile Motor-Drive from Edmonton

Group of Prominent Hotels

Looking North-East to Edmonton from "Mayfair"

Group of Prominent Hotels

JASPER PARK, ON G.T.P., 150 MILES FROM EDMONTON

Swift Canadian Co., Limited, Packing Plant, North Edmonton

VIEWS IN JASPER PARK, 150 MILES WEST OF EDMONTON ON THE GRAND TRUNK PACIFIC RAILWAY

P. Burns & Co., Ltd., Packing Plant, North Edmonton

Views in Jasper Park, 150 Miles West of Edmonton on the Grand Trunk Pacific Railway

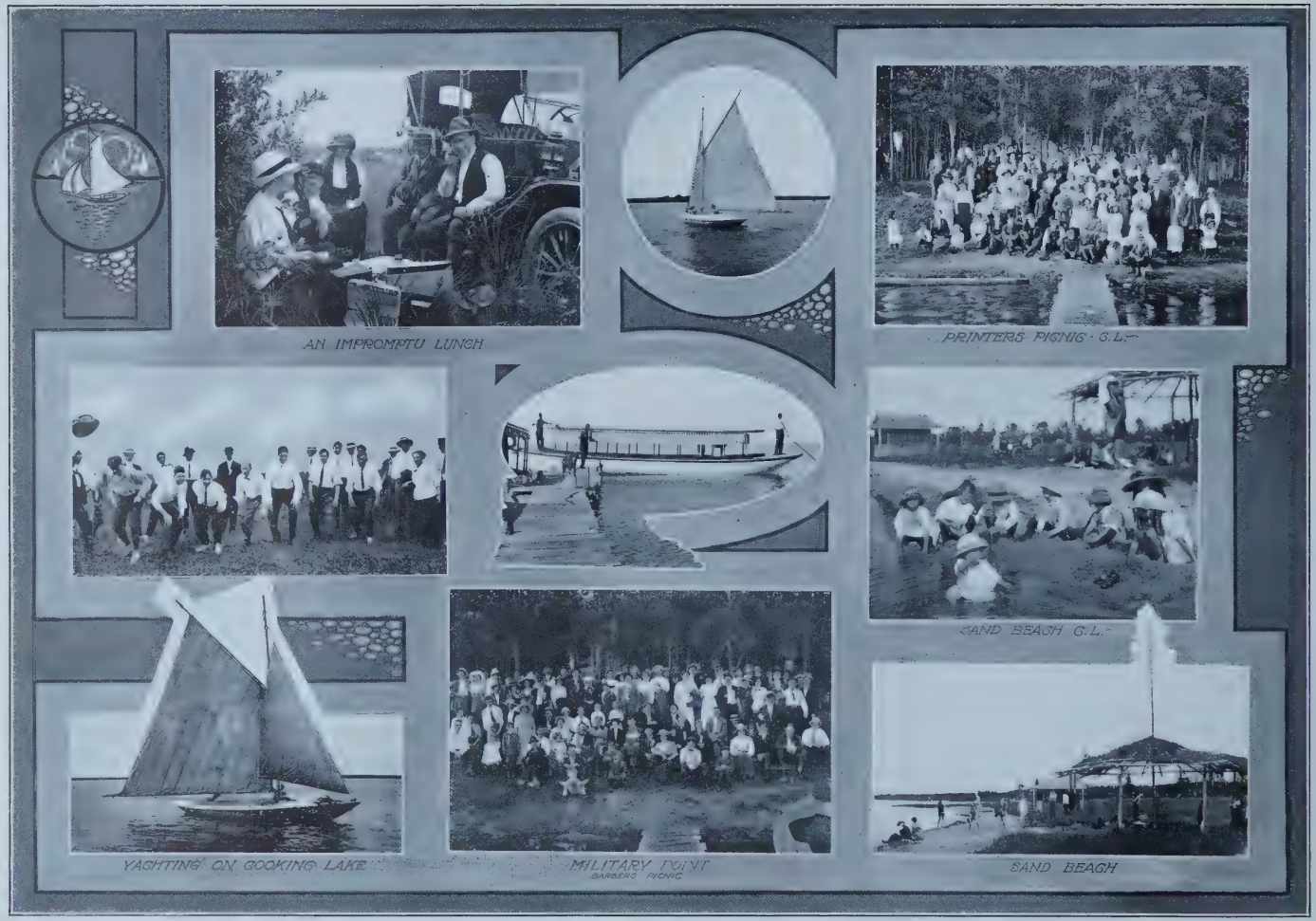
Hardisty Drug Store, 655 First St.
The House of Hobberlin Tailors, 653 First St.

A. Archibald, Druggist, 313 Jasper Ave. E.

Cooking Lake, One Hour's Run on Grand Trunk Pacific Railway

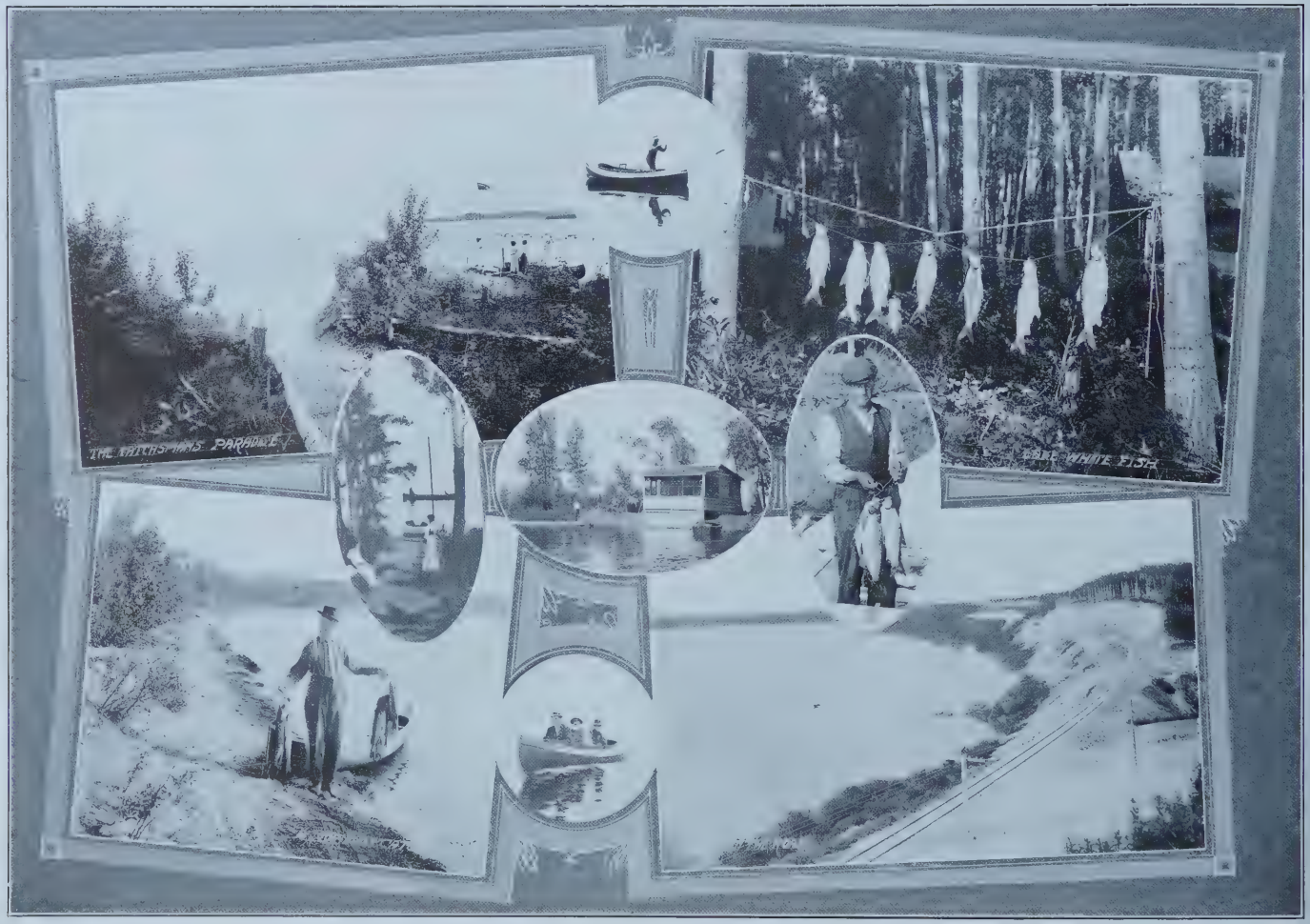
The Boston Store, Gents' Furnishers, Cor. Jasper and Queens Aves.

Jackson Bros., Jewellers, Jasper Ave. E.




Cooking Lake—One Hour's Run on Grand Trunk Pacific Railway

Schubert-Wenzel Block, Cor. Jasper Ave. and Rice St.

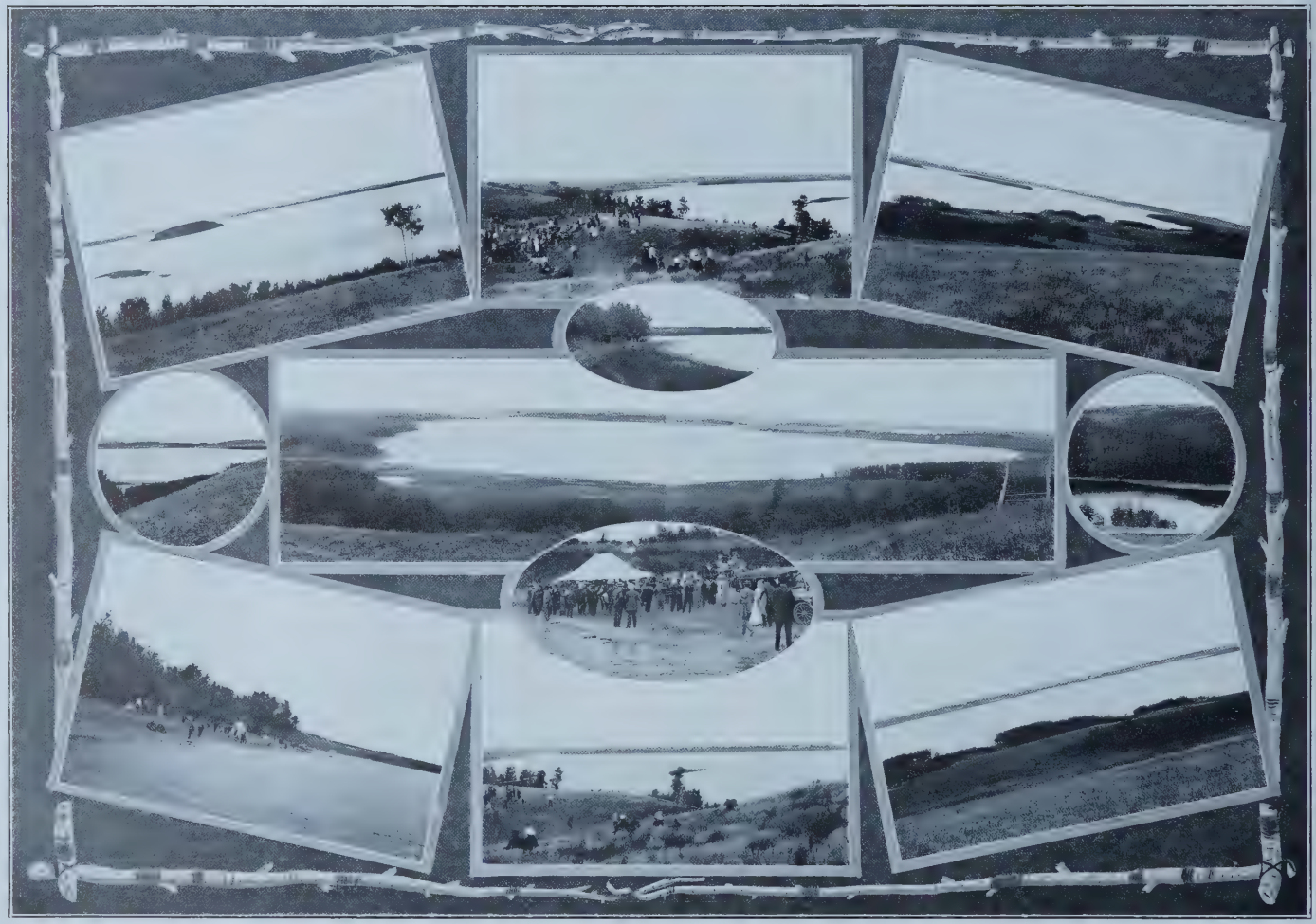



Wabamun Lake, 40 Mile Run on Grand Trunk Pacific Railway

Edmonton Brewing and Malting Co, Twenty-First Street

VIEWS AT LAKE WABAMUN, 40 MILES WEST OF EDMONTON ON THE GRAND TRUNK PACIFIC RAILWAY

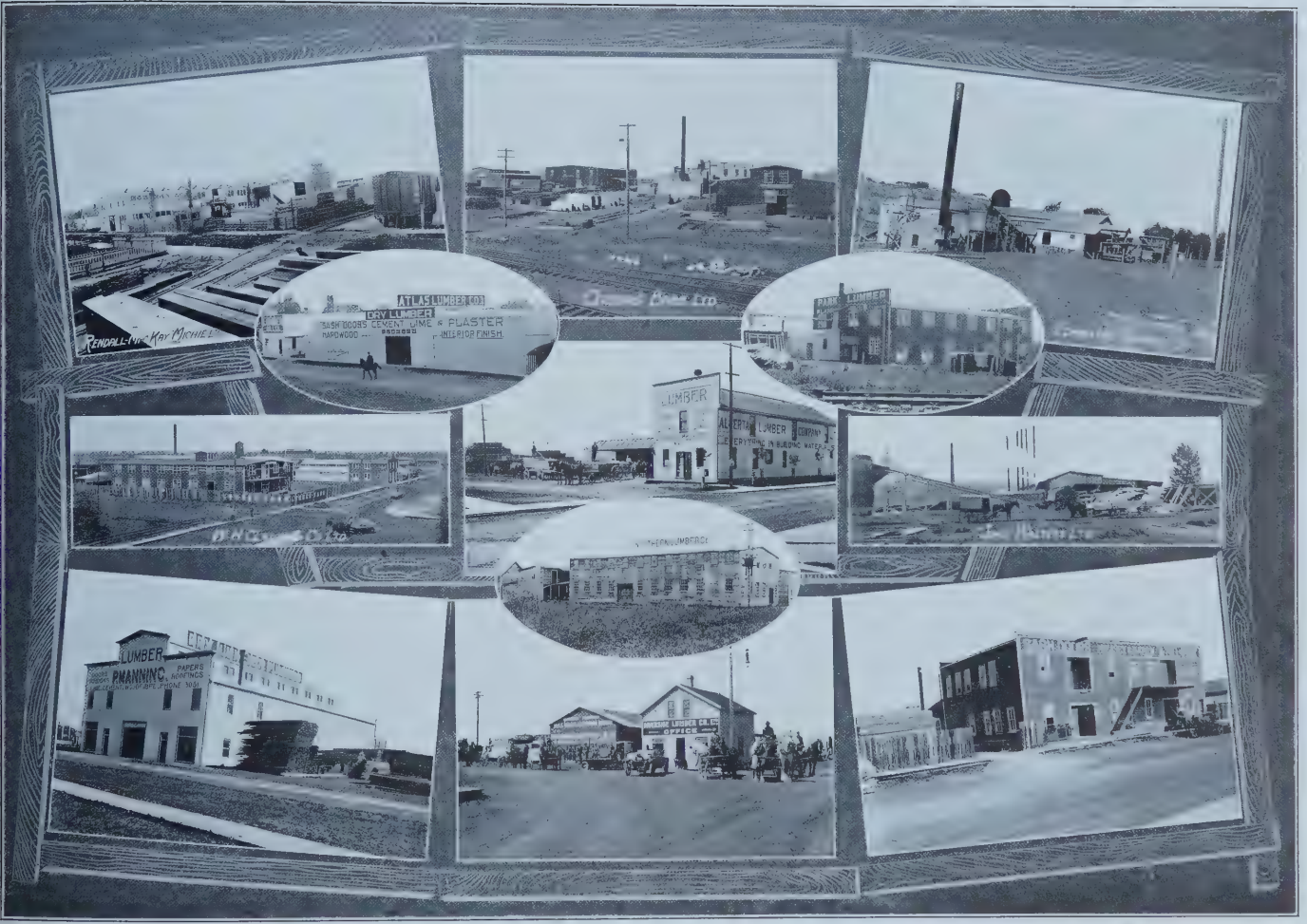
Strathcona Brewing and Malting Co., Limited



Birch Lake, One of Edmonton's Picnic and Summer Resorts, on Canadian Northern Railway

Some Views of D. R. Fraser & Co., Ltd. Lumber Yards and Mills

The Saskatchewan, A Navigable River

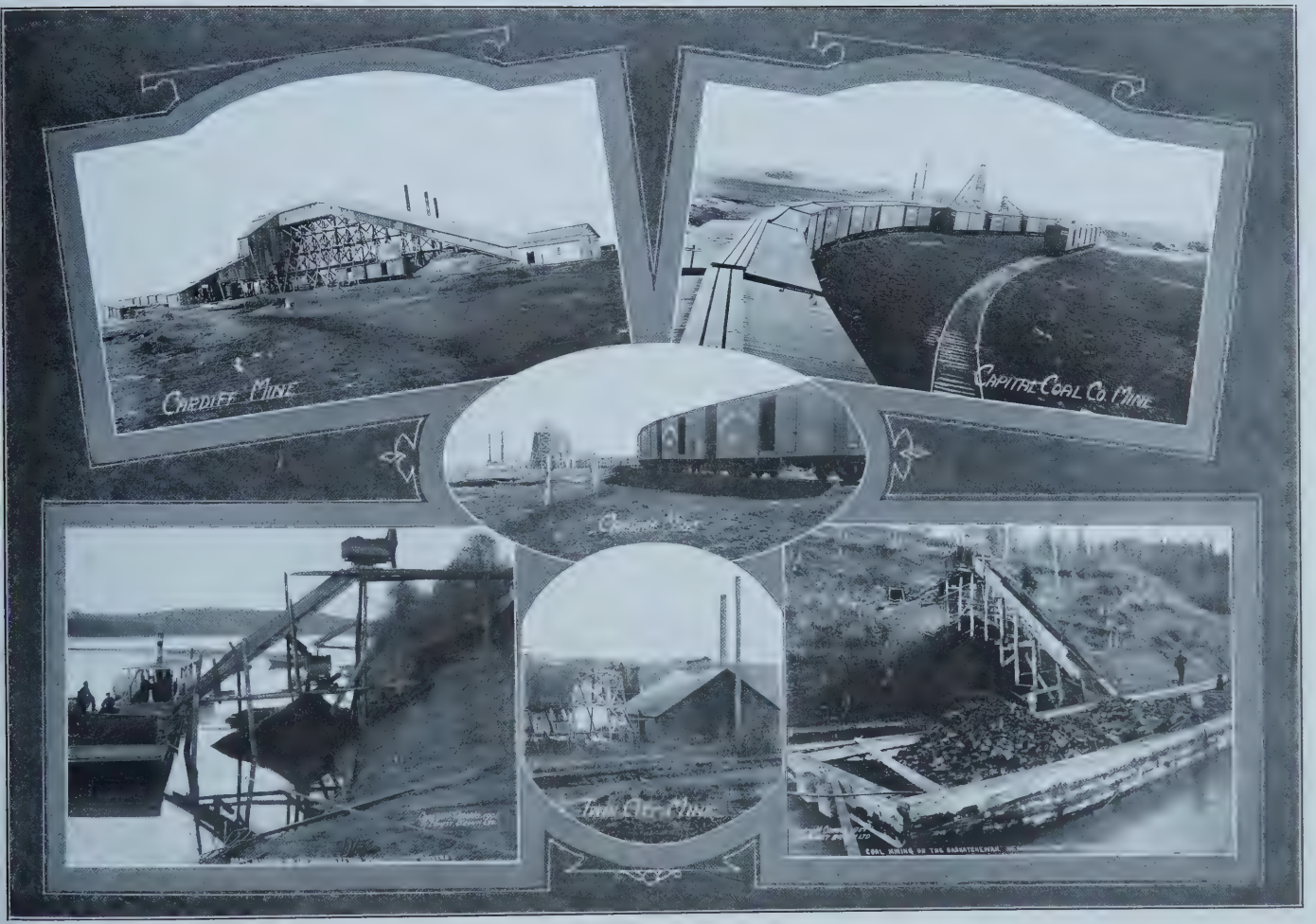



The Lumber Industry in Edmonton. A Few of the Lumber Yards

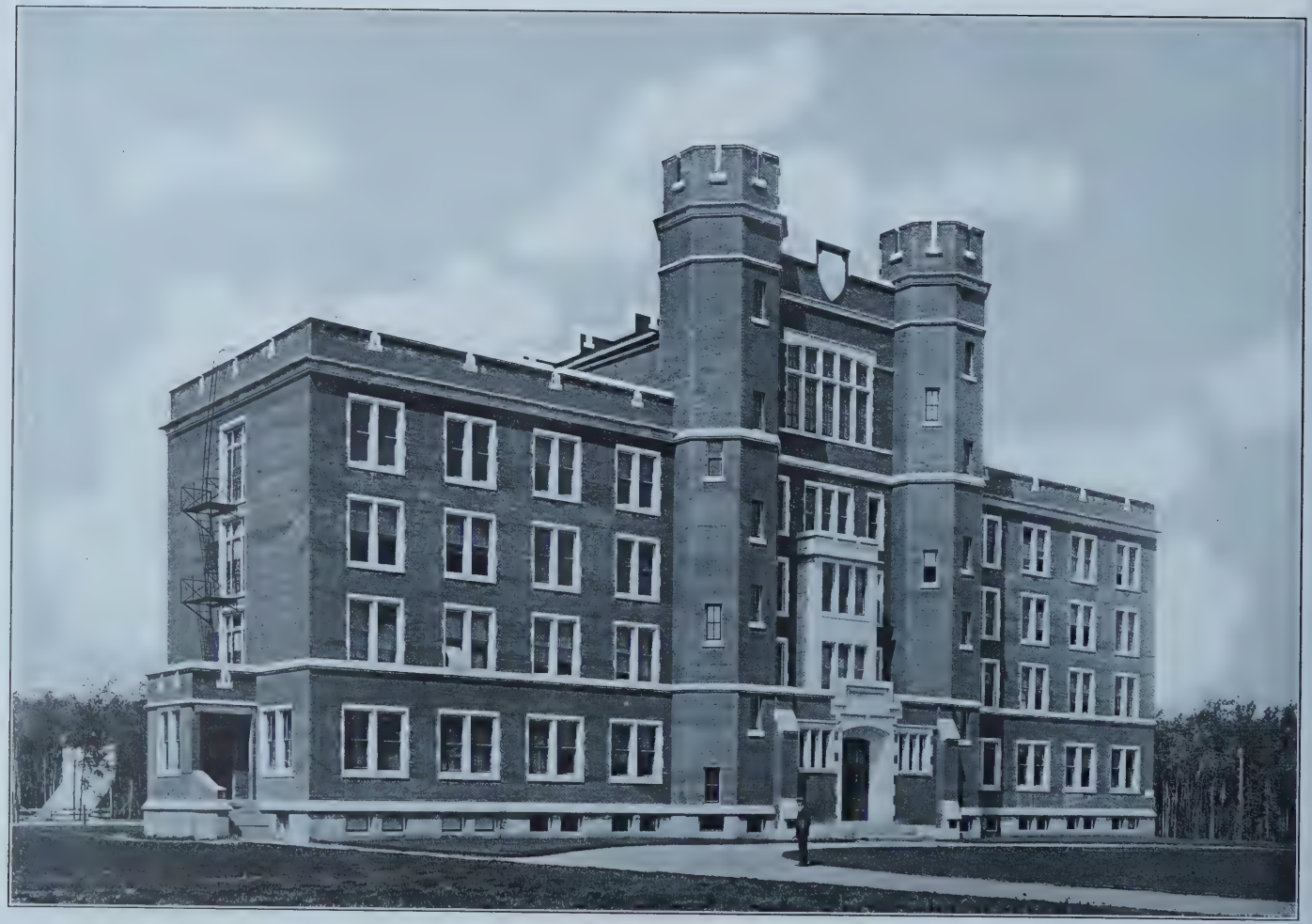
FIVE OF EDMONTON'S PUBLIC BUILDINGS

Some of Edmonton's Brick and Cement Industries

Street Views on Both North and South Sides




Coal Mines in Edmonton District



Alberta Methodist College, South Side

Western Foundry and Machine Co., Ltd., North Edmonton

Jesuit College, 27th Street

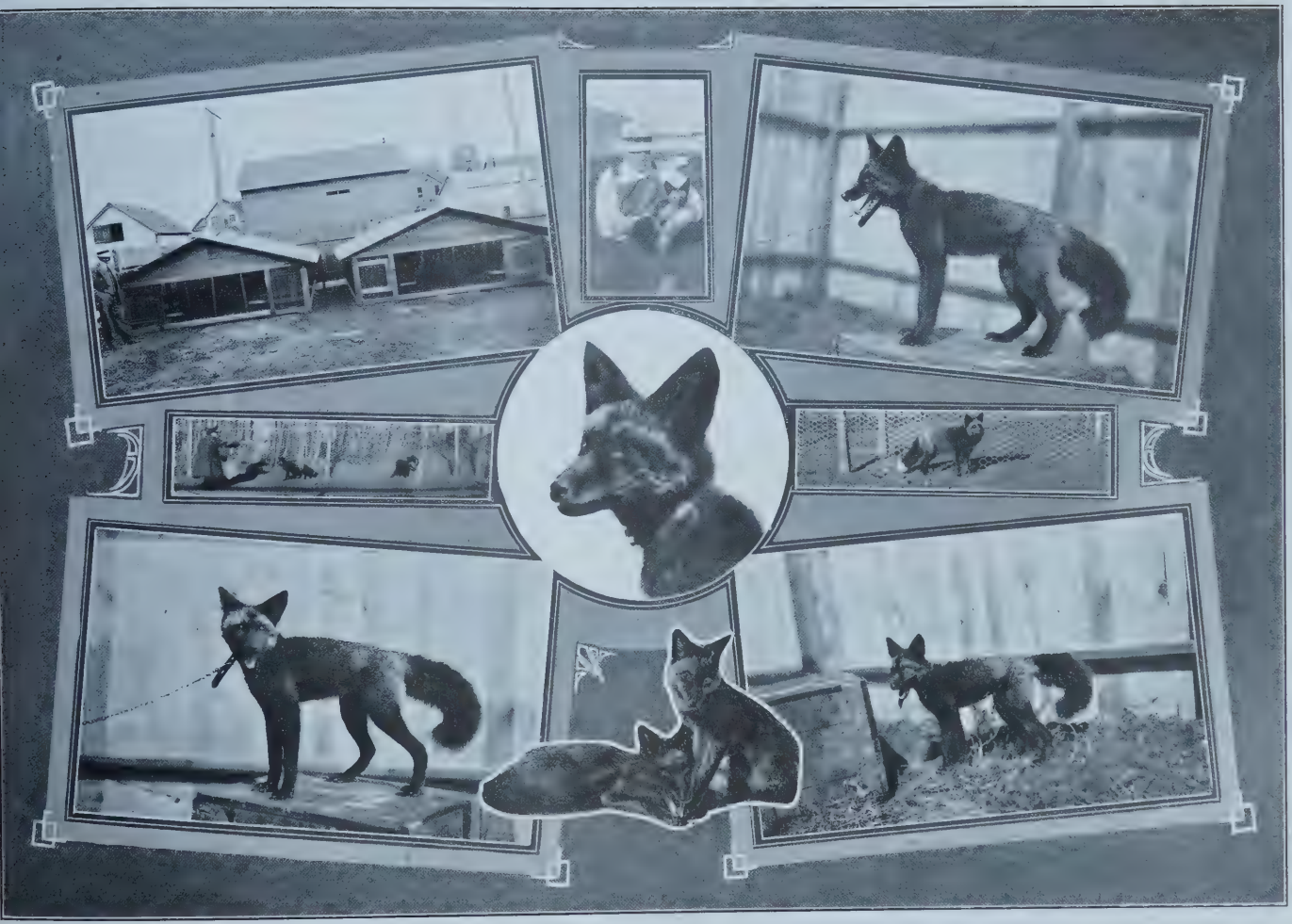
Where the Golden Grain is Milled

Victoria High School

Edmonton Journal
Edmonton Daily Bulletin
PROPOSITION SUBMITTED FOR ALASKAN RAILWAY THROUGH EDMONTON, CANADA SECURING OWNERSHIP OF PANHANDLE
EDMONTON CAPITAL
WAR LOOMING FOR GREECE AND TURKEY
EDMONTON BULLETIN

Edmonton's Three Daily Newspapers, Journal, Bulletin and Capital

ROMAN CATHOLIC SCHOOLS, MISSIONS AND CONVENTS



Fox Farming is one of the Coming Industries in the Edmonton District

Four of Edmonton's Principal Schools

Furs and Trophies from the North Country. Edmonton is one of the Largest Raw Fur Markets in the World

GROUP OF PUBLIC SCHOOLS

Western Cartage Co. Building, Fourth Street

Group of Public Schools

Revillon Wholesale, Ltd., Cor. Athabasca Ave. and Fourth St.

THE EDMONTON TECHNICAL SCHOOL AND INTERIOR VIEWS

GROUP OF WHOLESALE HOUSES

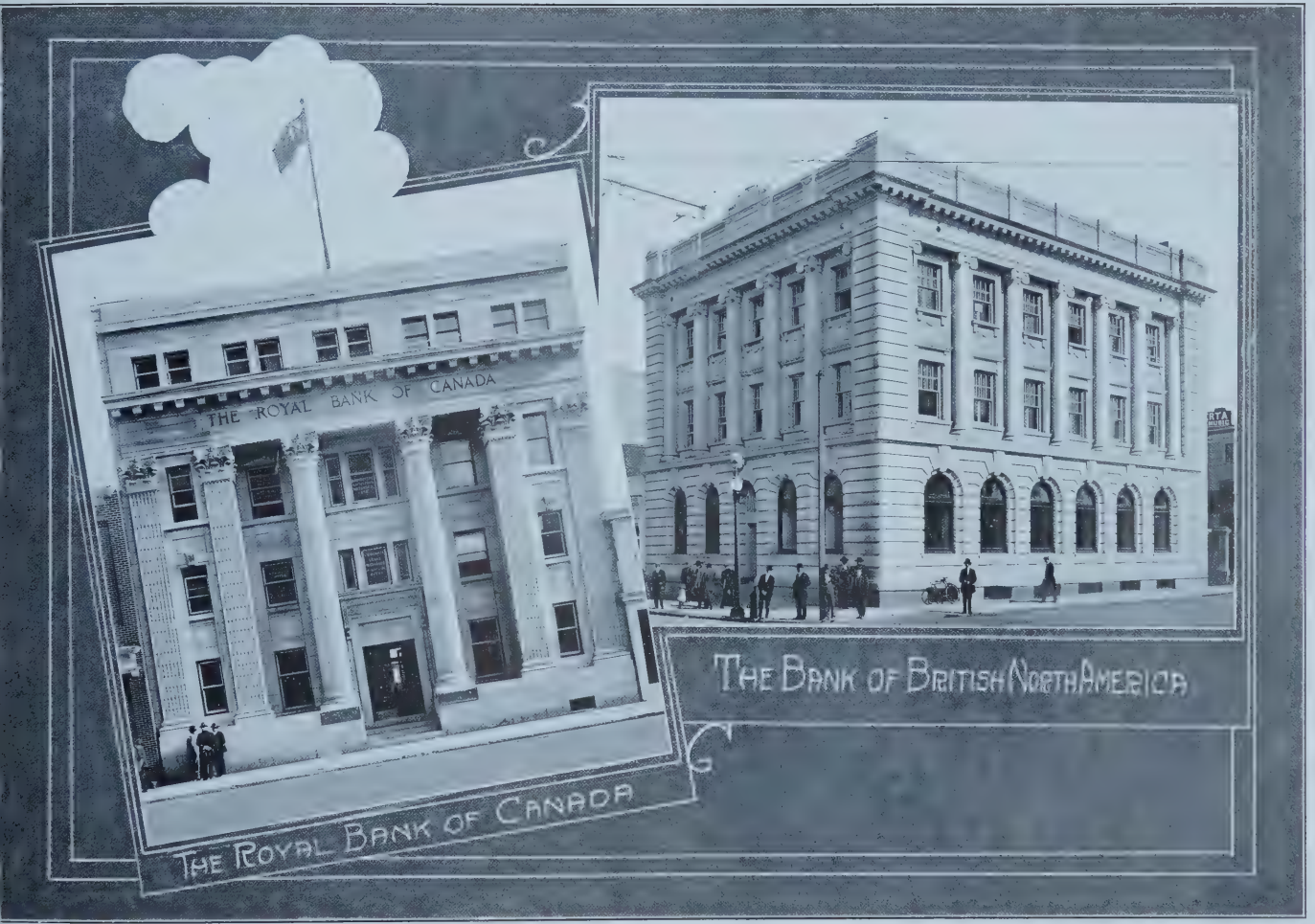
Alberta Agricultural School at Olds

Group of Warehouses and Wholesale Buildings

Classroom Views of One of Alberta's Agricultural Schools

Imperial Bank of Canada, Cor. Jasper and McDougall Aves.

Presbyterian Churches




Two Beautiful Buildings

Methodist Churches

Bank Buildings

Roman Catholic Churches and Schools

Some Bank Views

Anglican Churches

Some Bank Views

Baptist Churches

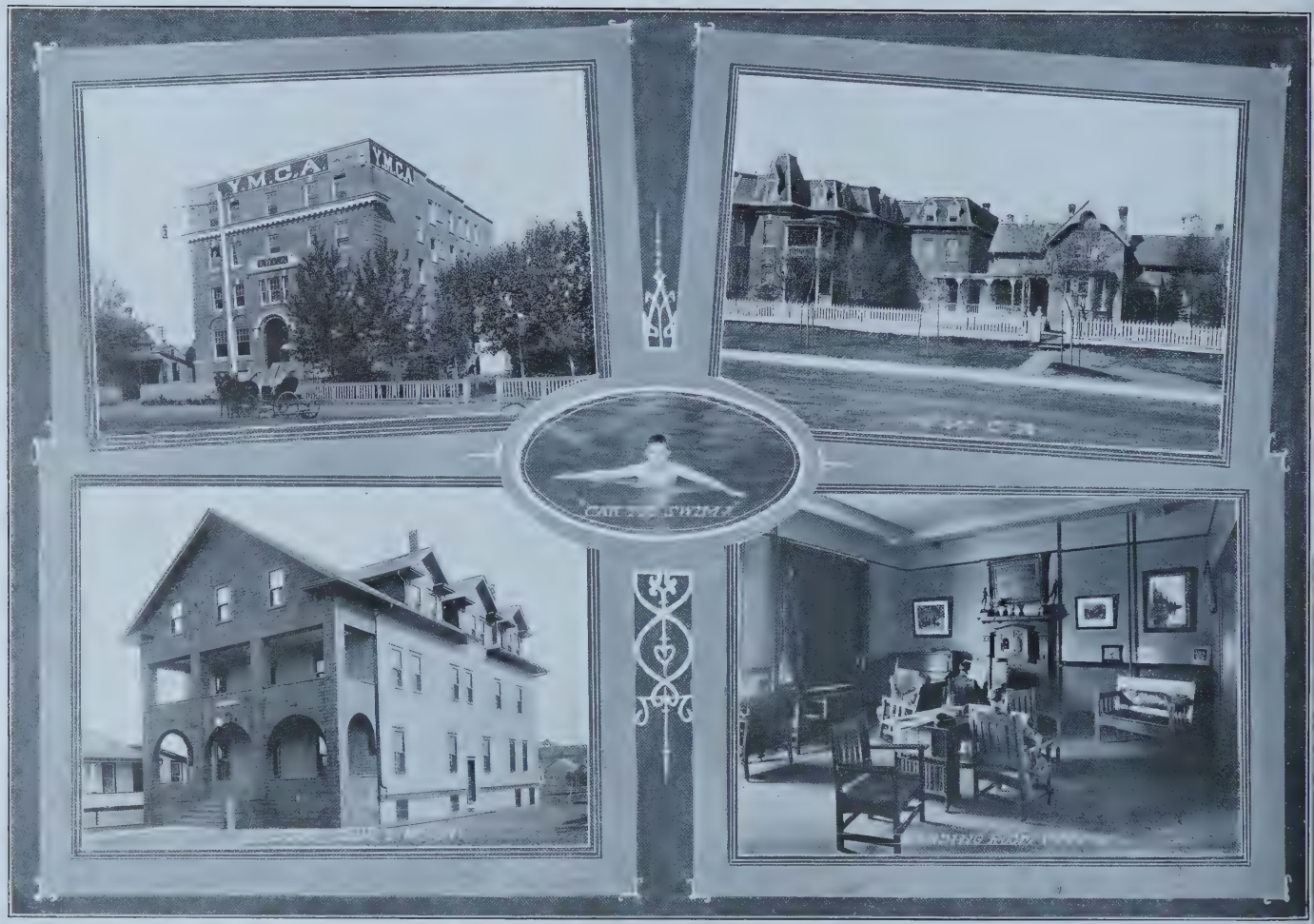
Some of the Most Imposing Apartment Houses

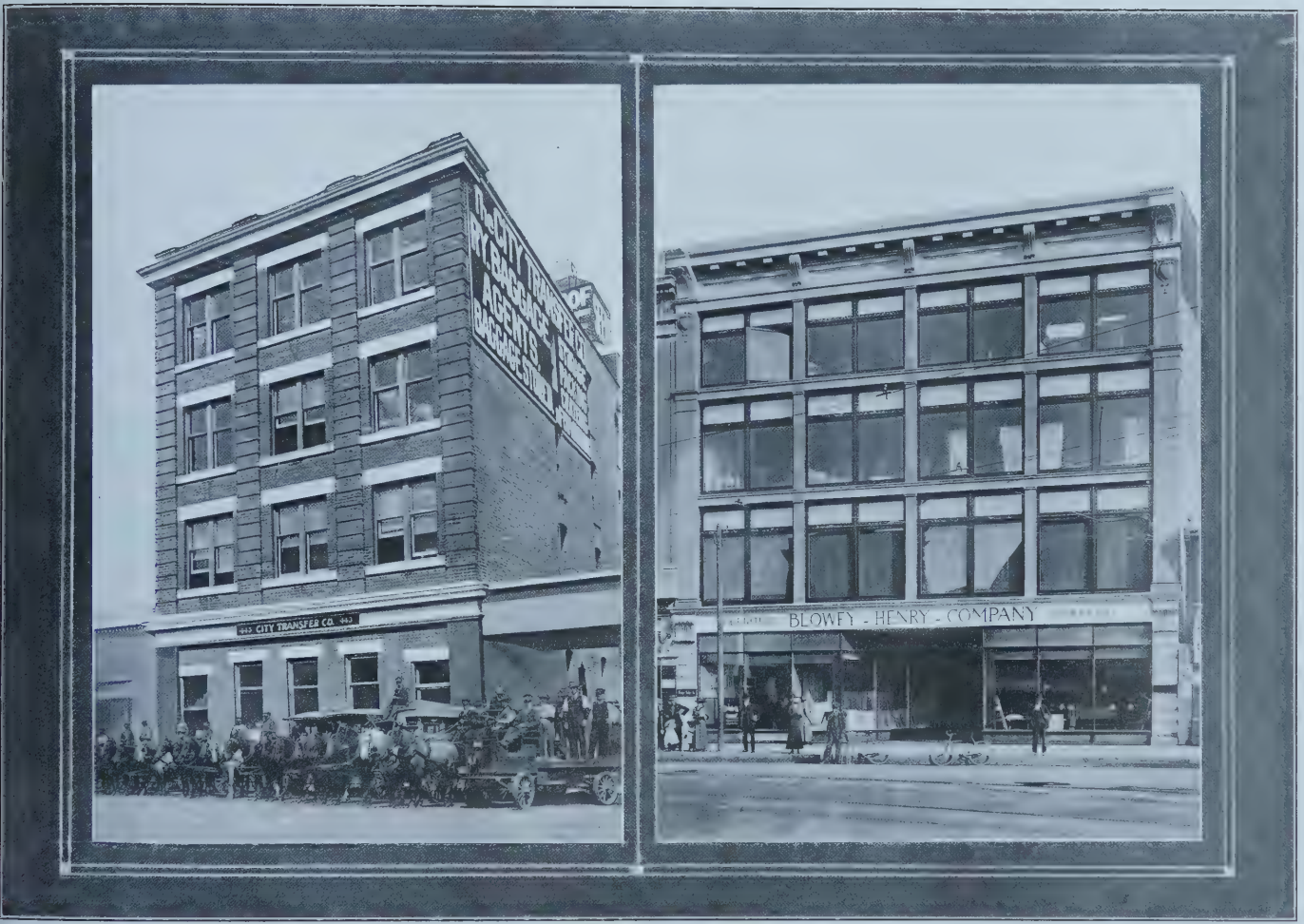
Church Group

Edmonton City Dairy, Limited, Cameron Street

City Missions, and Salvation Army Buildings

Woodland Dairy, Limited, 346 Picard Street


Y.M.C.A.
Y.M.C.A.




City Transfer Co., Ltd., Queens Ave.

Blowey-Henry Company. Ltd., Furniture, Etc., Jasper E.

EDMONTON HAS TWO PUBLIC LIBRARIES

Retail Business Blocks

Court House, Cor. McDougall Ave. and May Street

Retail Business Blocks

Civic Block, Cor. Queens Ave. and Elizabeth St.

Retail Business Blocks

Edmonton has one of the Finest Equipped and Most Ably Manned Fire Departments in Canada

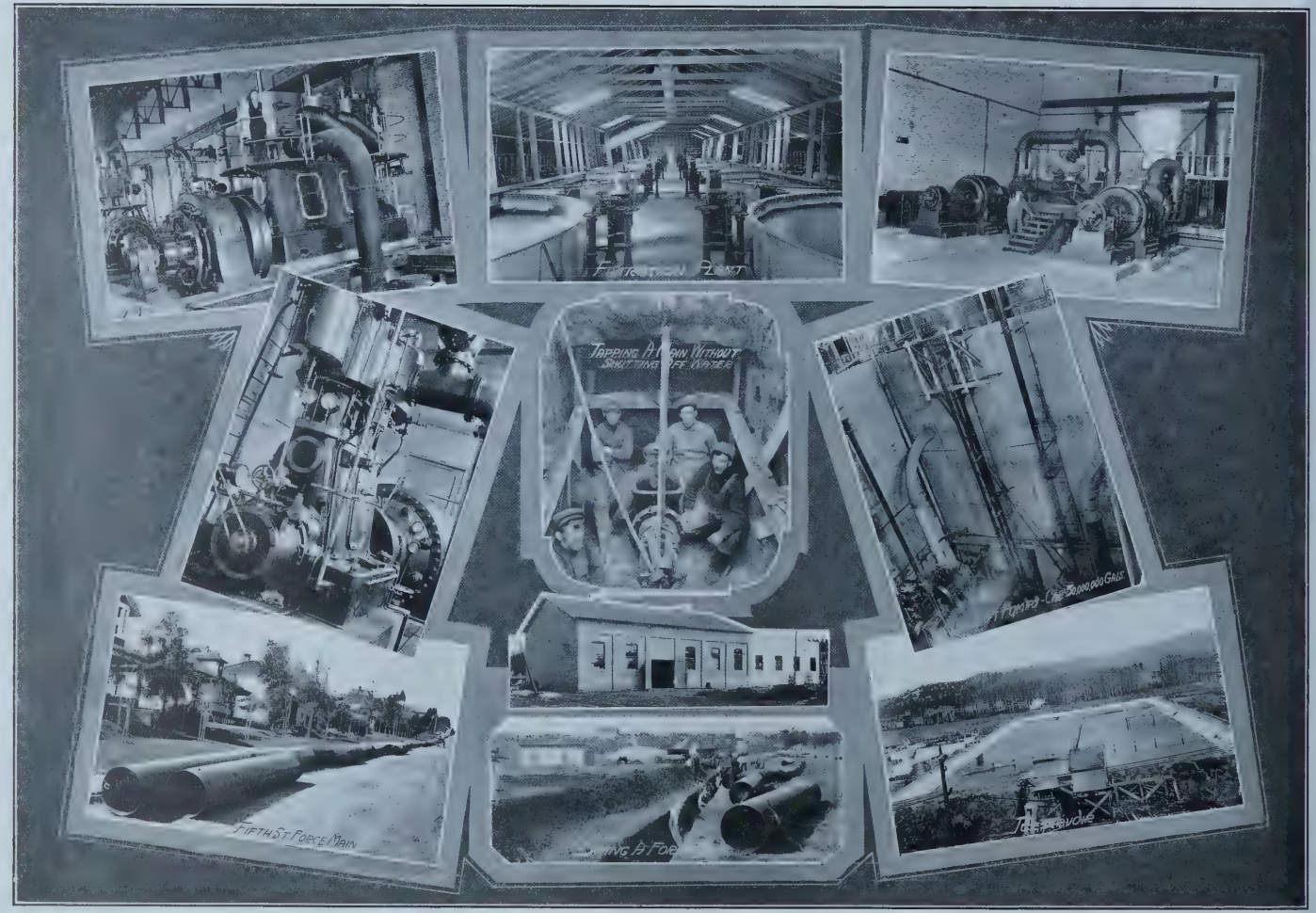
Retail Business Blocks

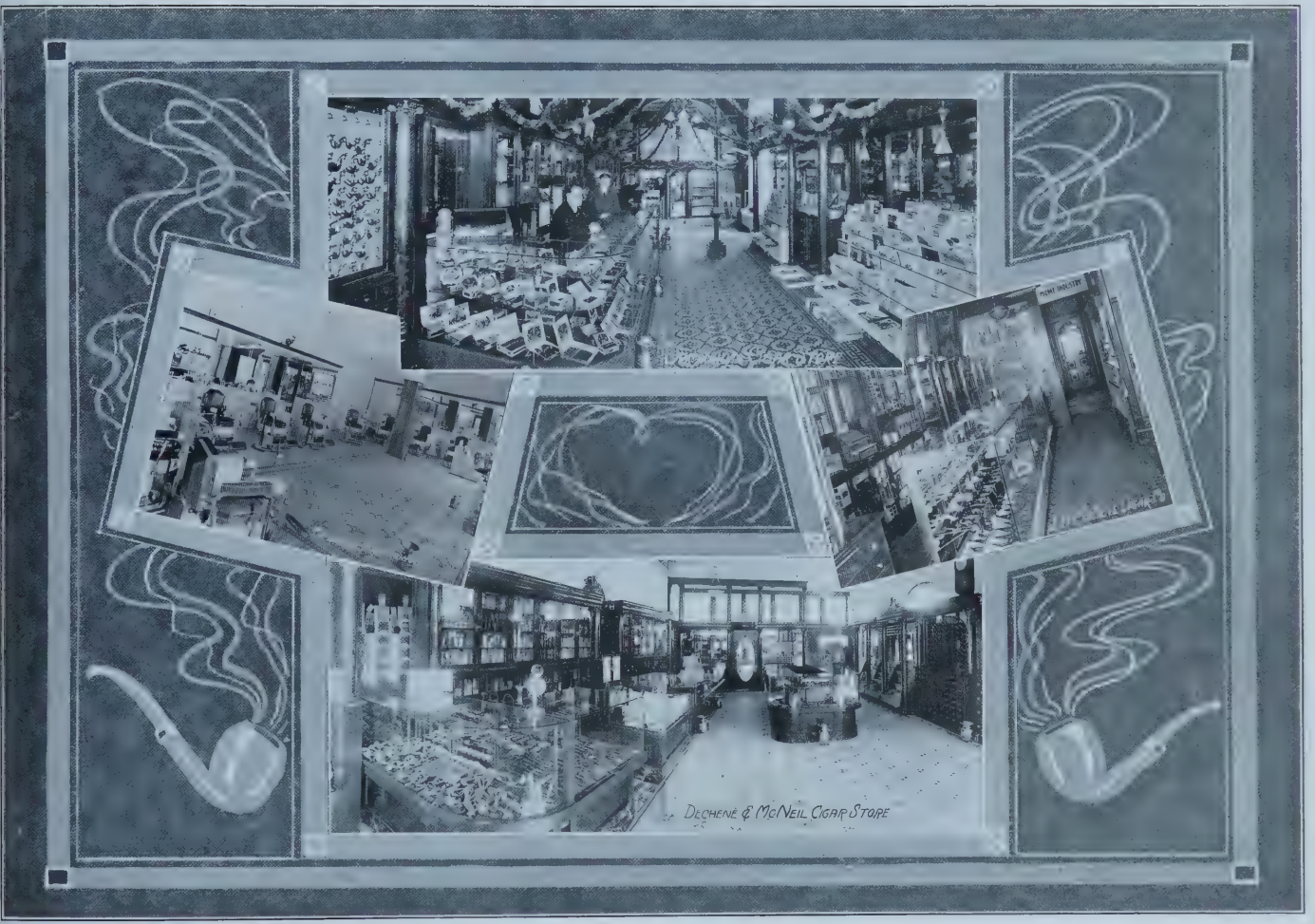
AERIAL LADDER

Business Blocks

Fire Halls and Equipment

Business Blocks

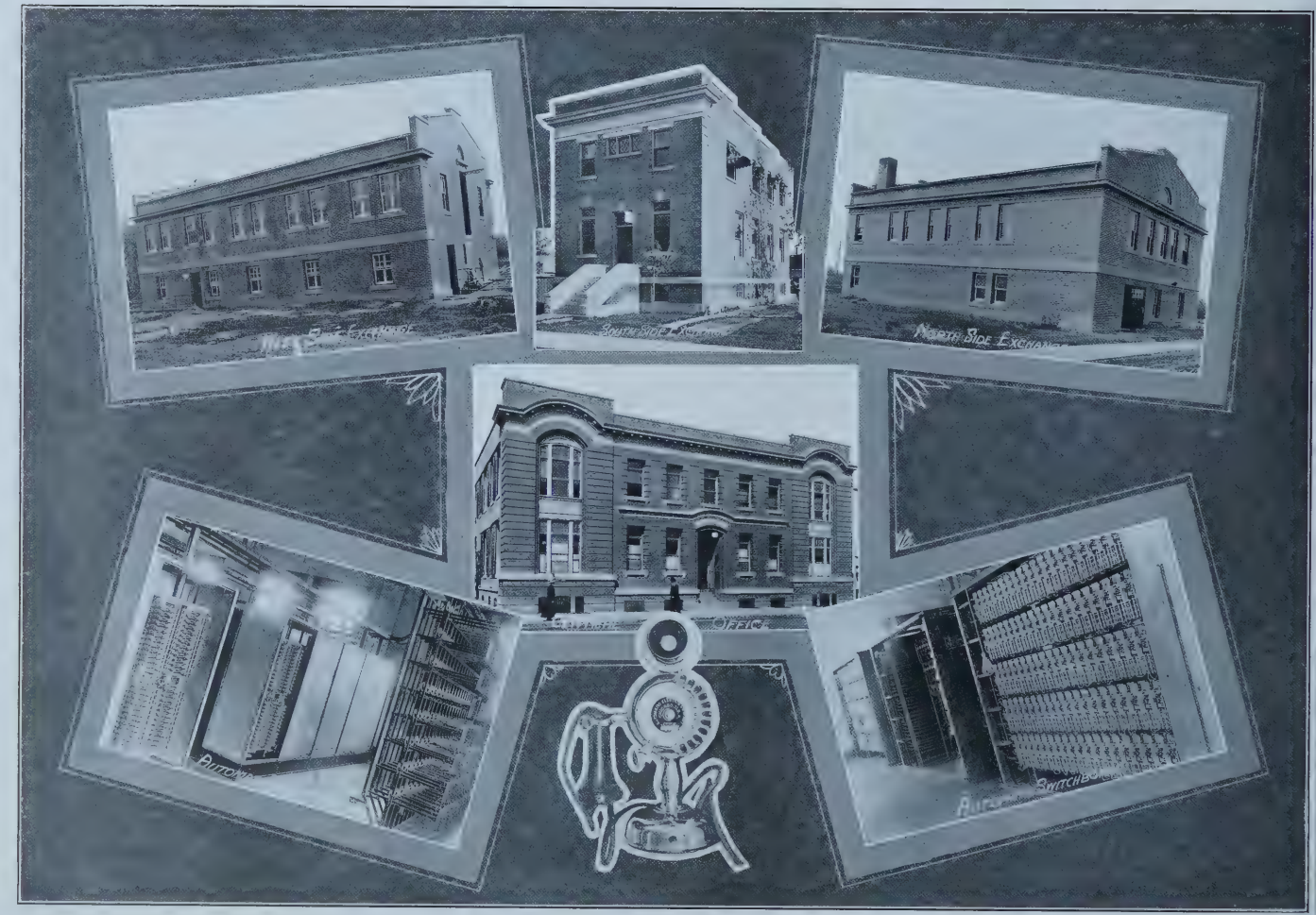

TAPPING A MAIN WITHOUT SHUTTING OFF WATER
FIFTH ST. FORCE MAIN




Cigar Stores and Leader Barber Shop

ELECTRIC LIGHT DEPARTMENT—MUNICIPALLY OWNED

McLeod Building—Edmonton's Largest Office Building (July)




City Automatic Telephone System

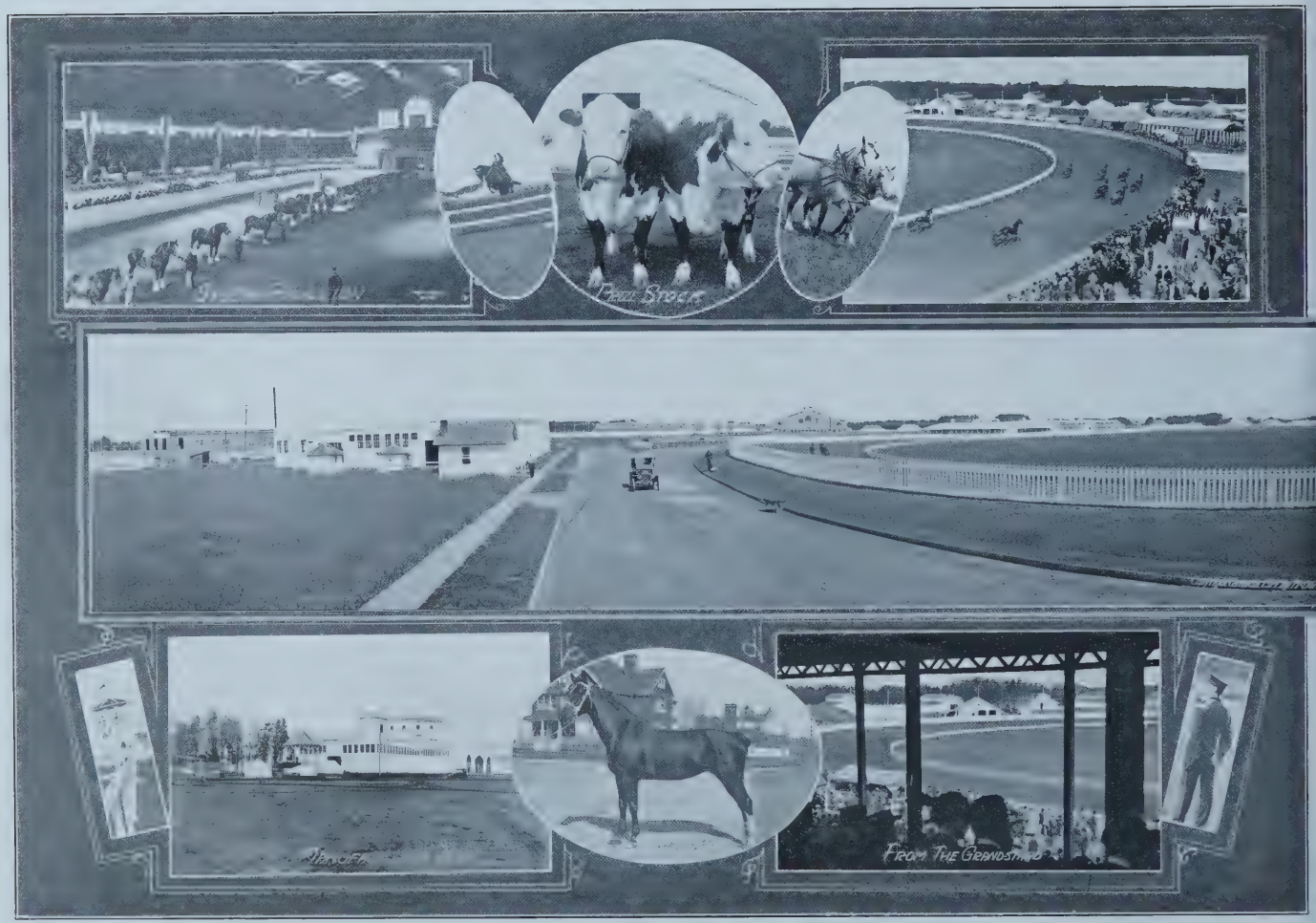
A Few Industries

Street Car Department—Municipally Owned

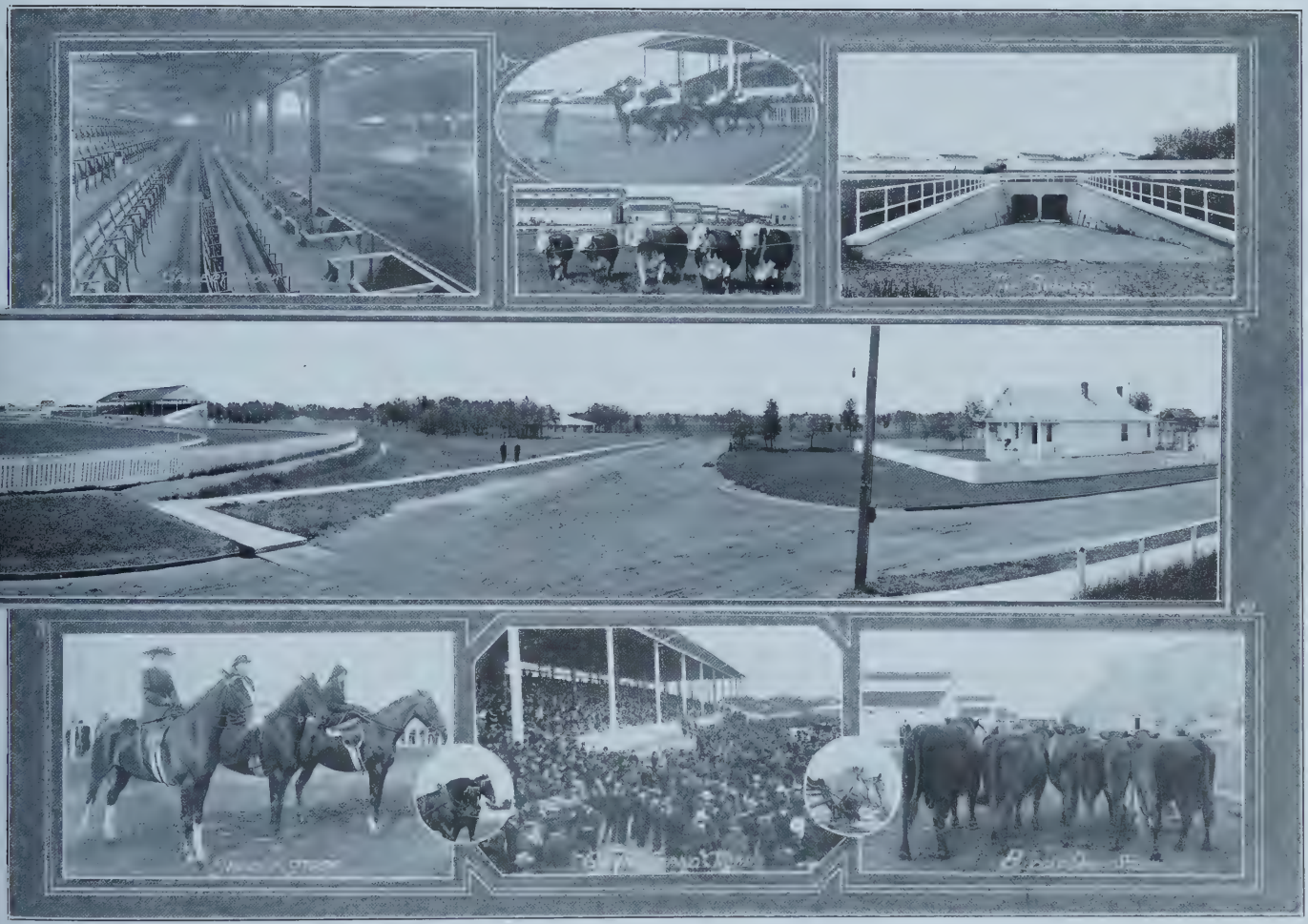
THE GREAT WESTERN GAR MENT CO. LTD
EDMONTON IRON WORKS LIMITED
WESTERN CANADA MACHINERY SUPPLY CO. LTD.
THE BRITISH AMERICA PAINT CO.
PAINTS OILS & VARNISHES
LIMITED
JOHN MARTIN
PAPER CO. LTD.

TUBERCULOSIS HOSPITAL
CHILDRENS HOSPITAL
ISOLATION HOSPITAL
MISERICORDIA HOSPITAL

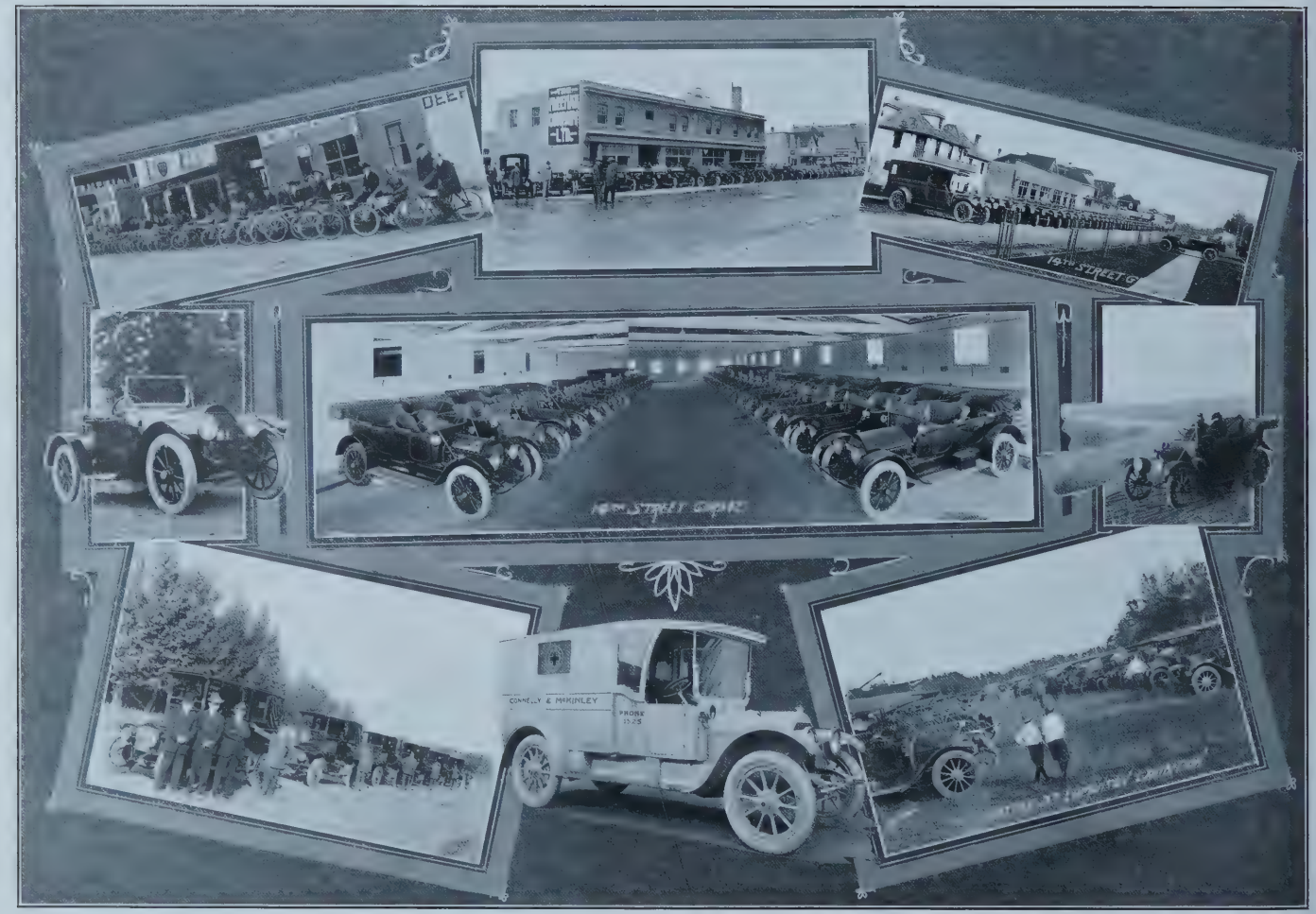
The MacCosham Building, Cor. Ninth St. and Peace Ave.




Edmonton Exhibition Grounds



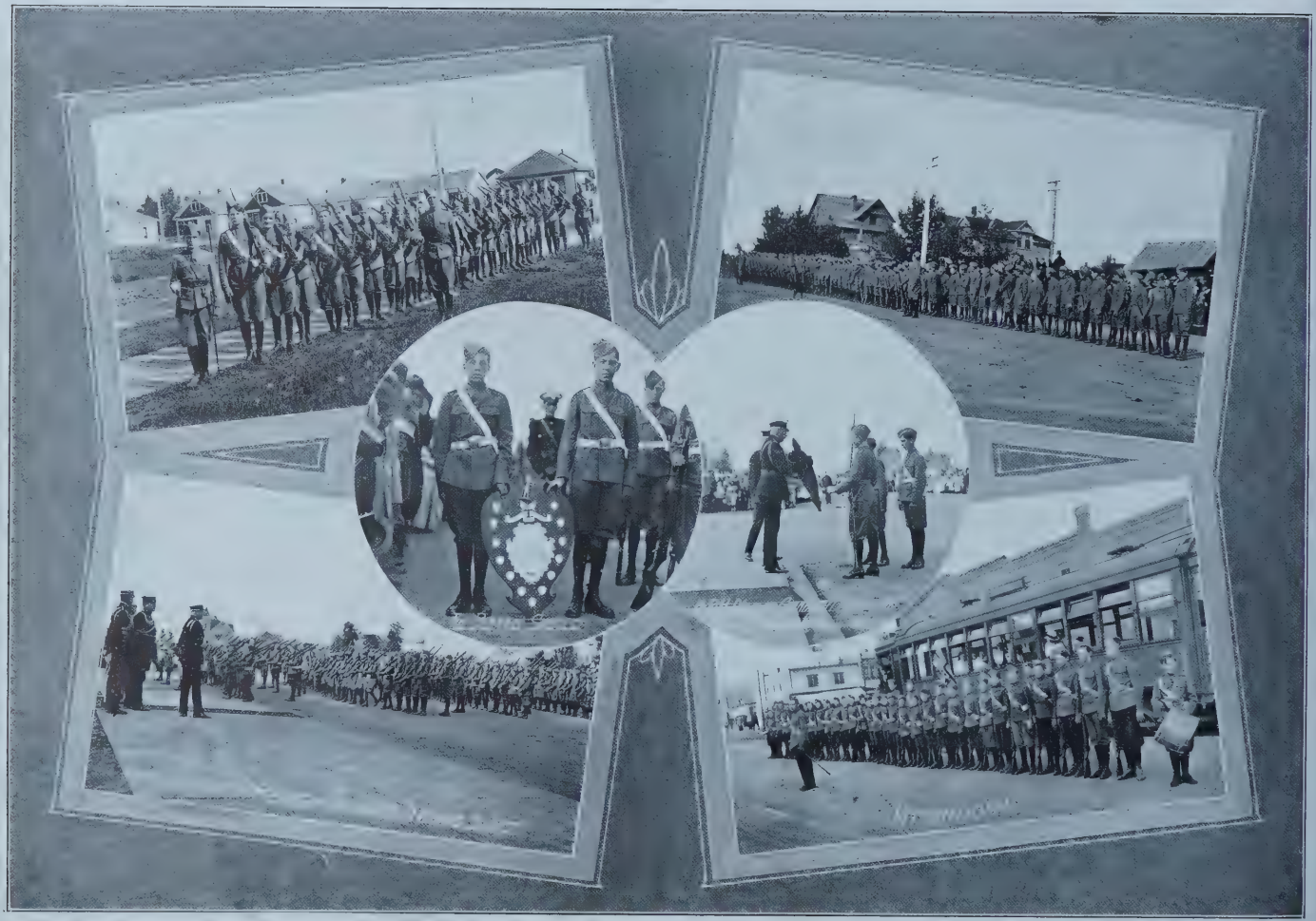
Model Fair Grounds of Canada



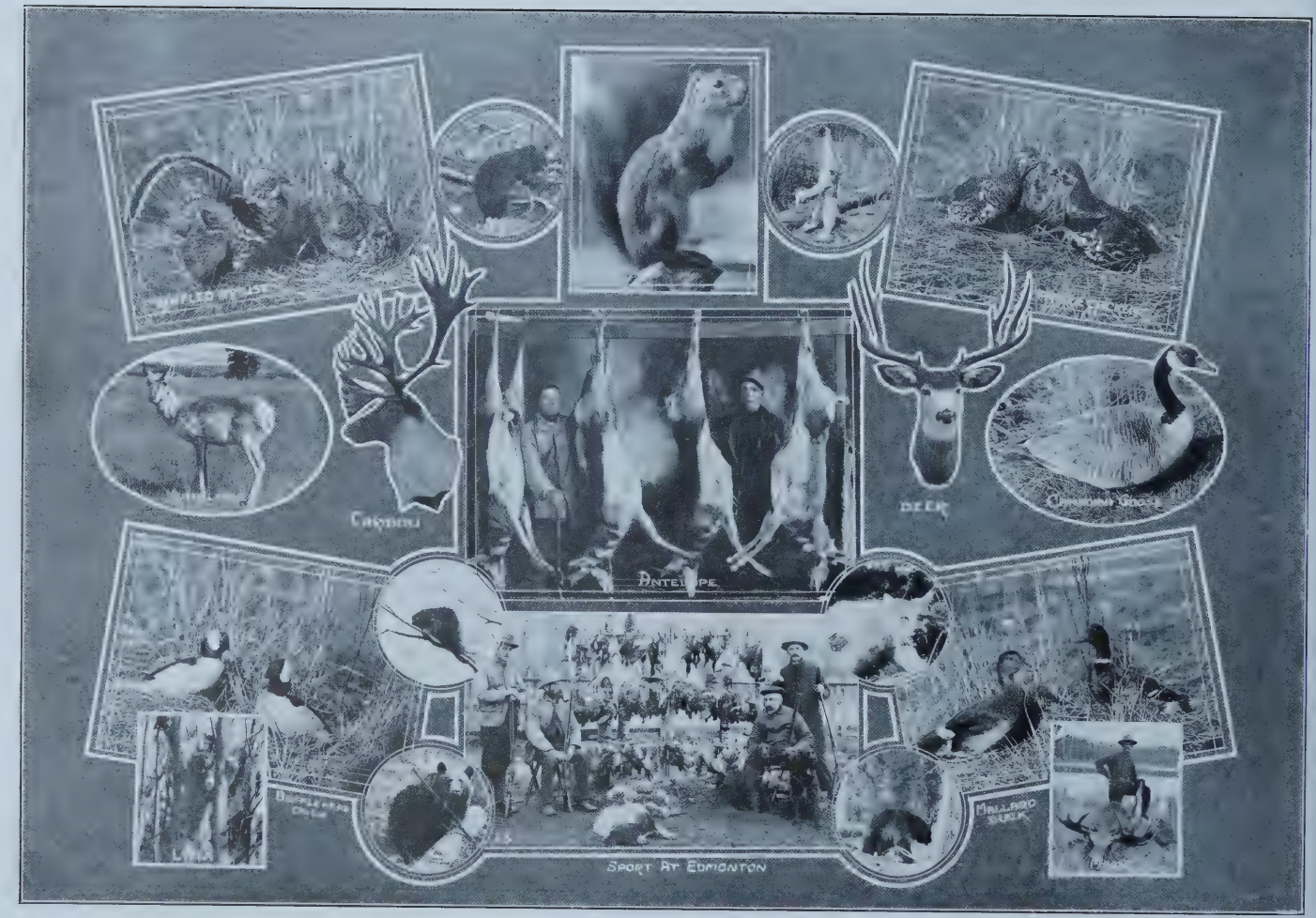

Edmonton—The City of Luxurious Autos

McLaughlin Garage, 4th Street

Edmonton Garage, 21st Street



Interior of Stationery Stores


CARIBOU
DEER
SPORT AT EDMONTON

Brown Fruit Co., Ltd., 4th Street

TILLIE CLENNAN
PICCOLITE OWNER
Ch. Golden Rule
Winner of 32 cups.
Dan Thody, Handler
BALLEYWATER MIKE
HARVEY NASH- OWNER

Kathryn Cannon Kennels, 9914 107 St., Dr. C. J. Reid, Prop. Russian Wolfhounds and Silver-Black Foxes

McDermid Engraving Co., Limited, 123 Rice Street

*"Where Edmonton Illustrated Photos and Engravings were Made"*

2. Composing Room.
3. Platen Pressroom.
4. Cylinder Pressroom.
5. Twin Cutting Machines.
6. Monotype Keyboards.
7. Monotype Casters.

THE ESDALE PRESS LIMITED, COR. JASPER AVENUE AND RICE STREET

1. *"Where Edmonton Illustrated was Printed and Published."*

René Lemarchand Mansion

EDMONTON—A CITY OF BEAUTIFUL HOMES

Home of Wm Short

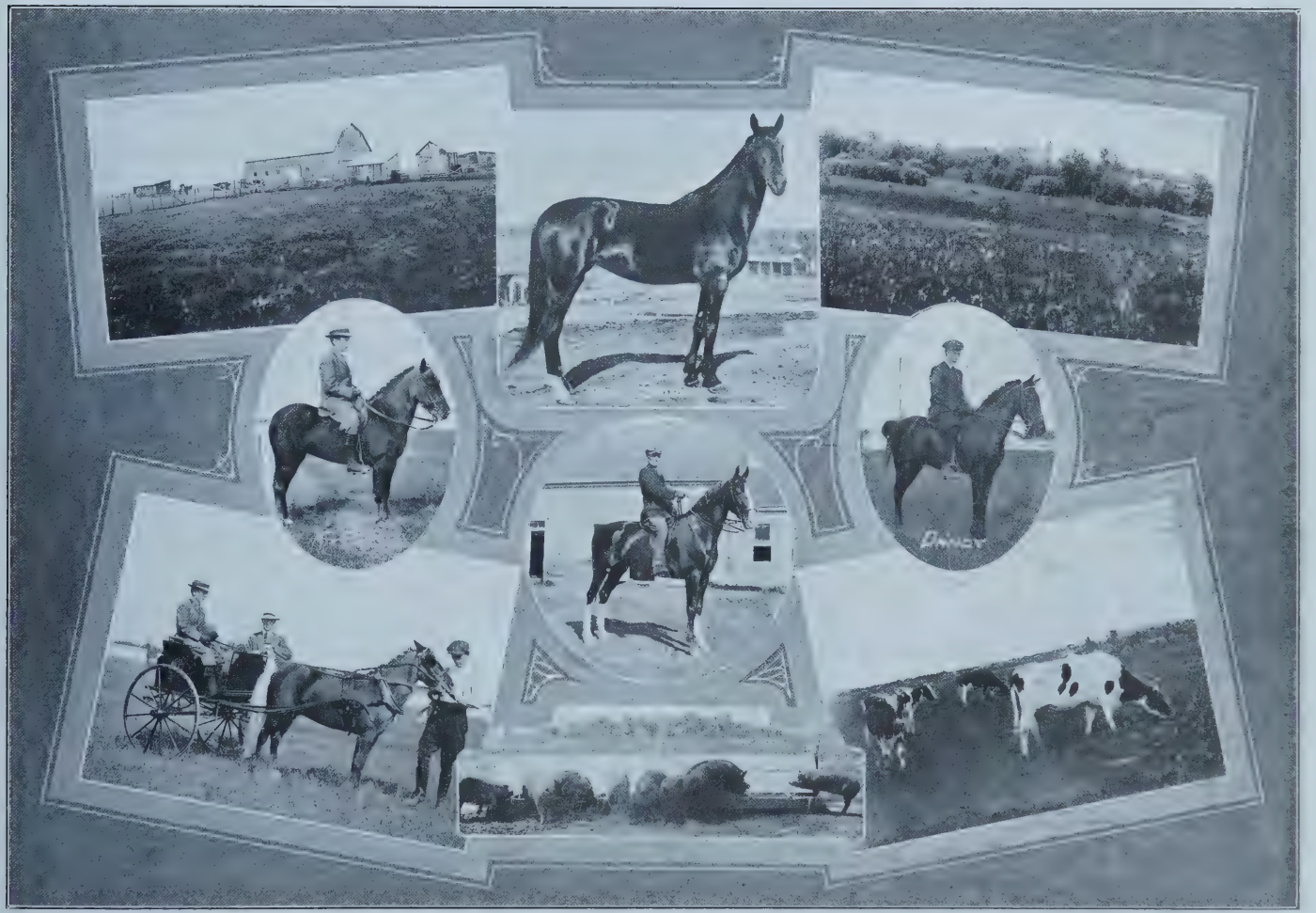
Beautiful Homes—"The Highlands"

BEAUTIFUL HOMES

Edmonton Canoe Club, St. Albert

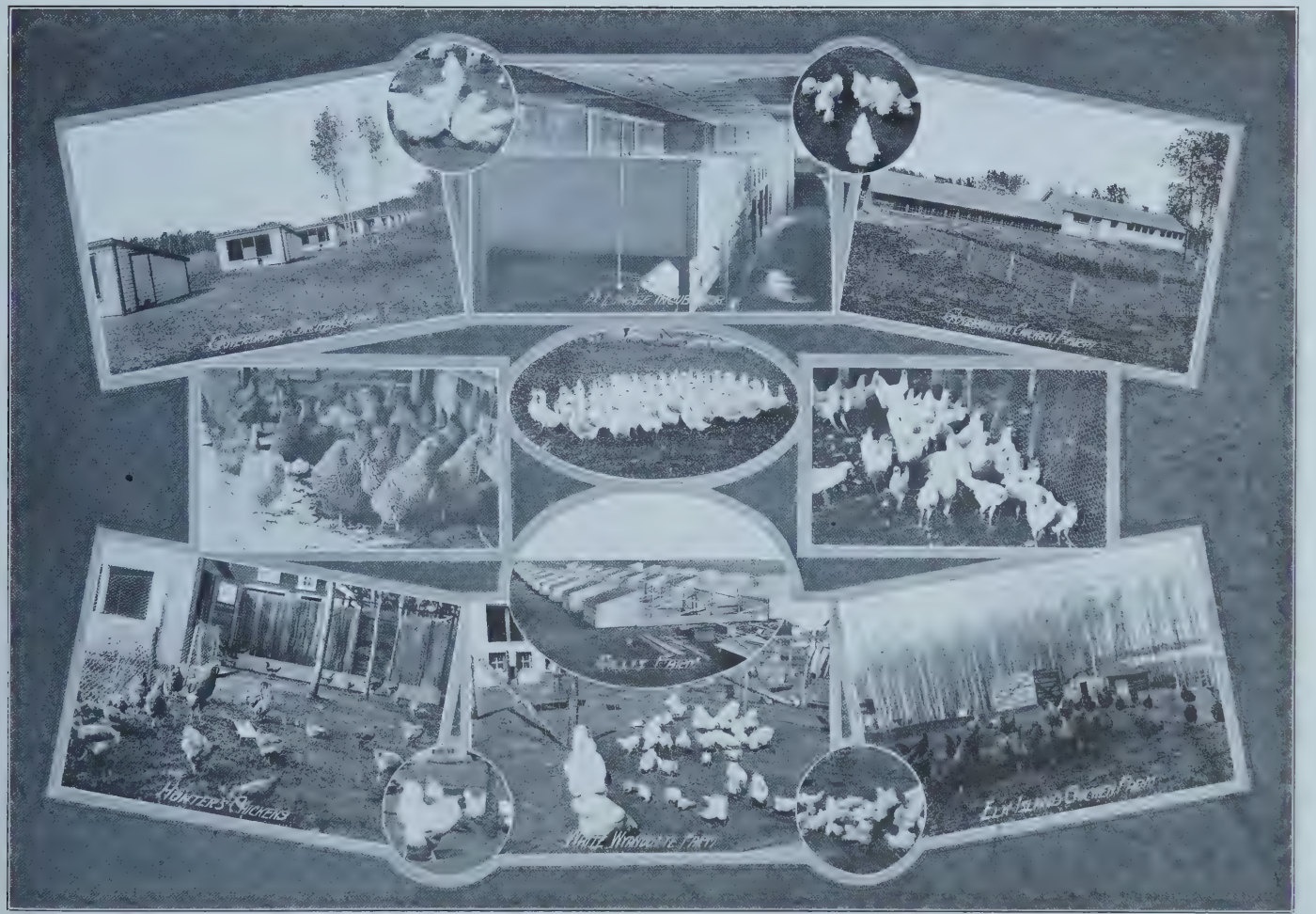
Edmonton Club and Country Club

GREATER EDMONTON GUN CLUB, 10 MEN CHAMPIONS OF ALBERTA (CENTRE PHOTO AT TOP) AND THE NORTHERN CLUB'S GUN CLUB AND SCENES AT THEIR LAST TOURNAMENT

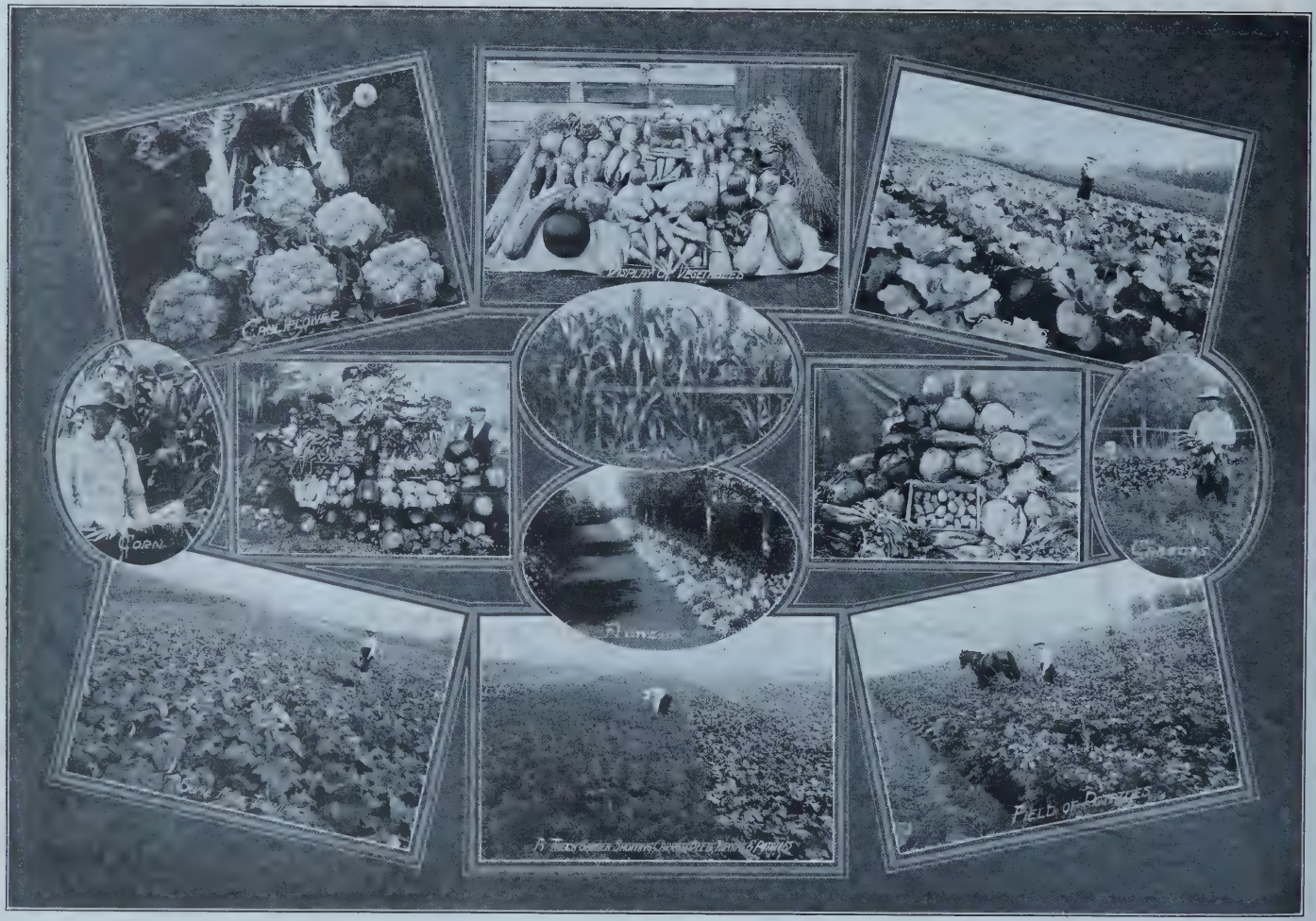


EDWIN AULD'S HORSES AND FARM "THE MEADOWS" 40 MILES EAST OF EDMONTON ON THE CANADIAN NORTHERN RAILWAY, EDMONTON DISTRICT

Local Headquarters for Farm Implements

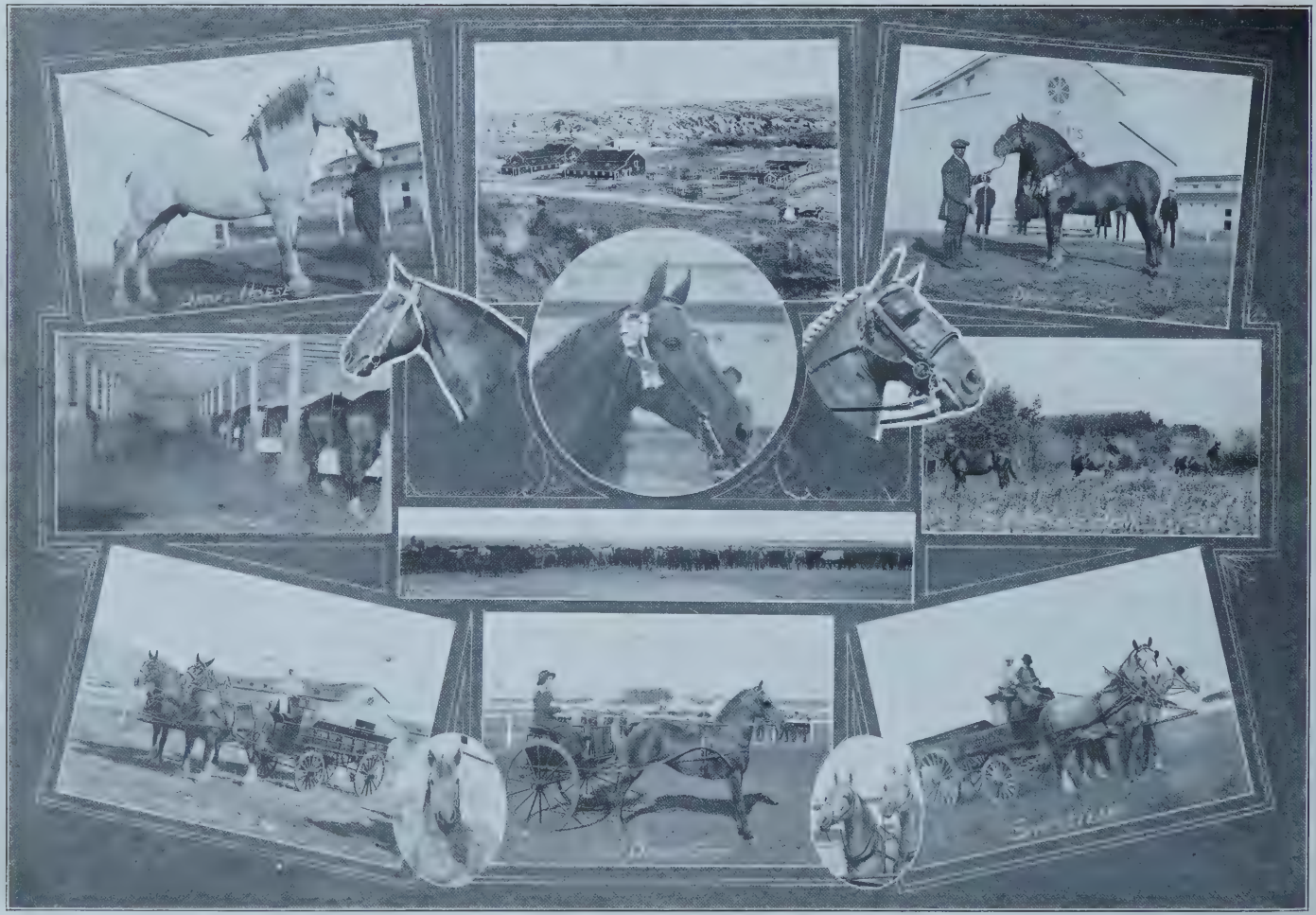



Everybody is Interested in Poultry




Edmonton District Shows Wonderful Results in Vegetable Gardening

Edmonton District is Ideal for Dairy Cattle



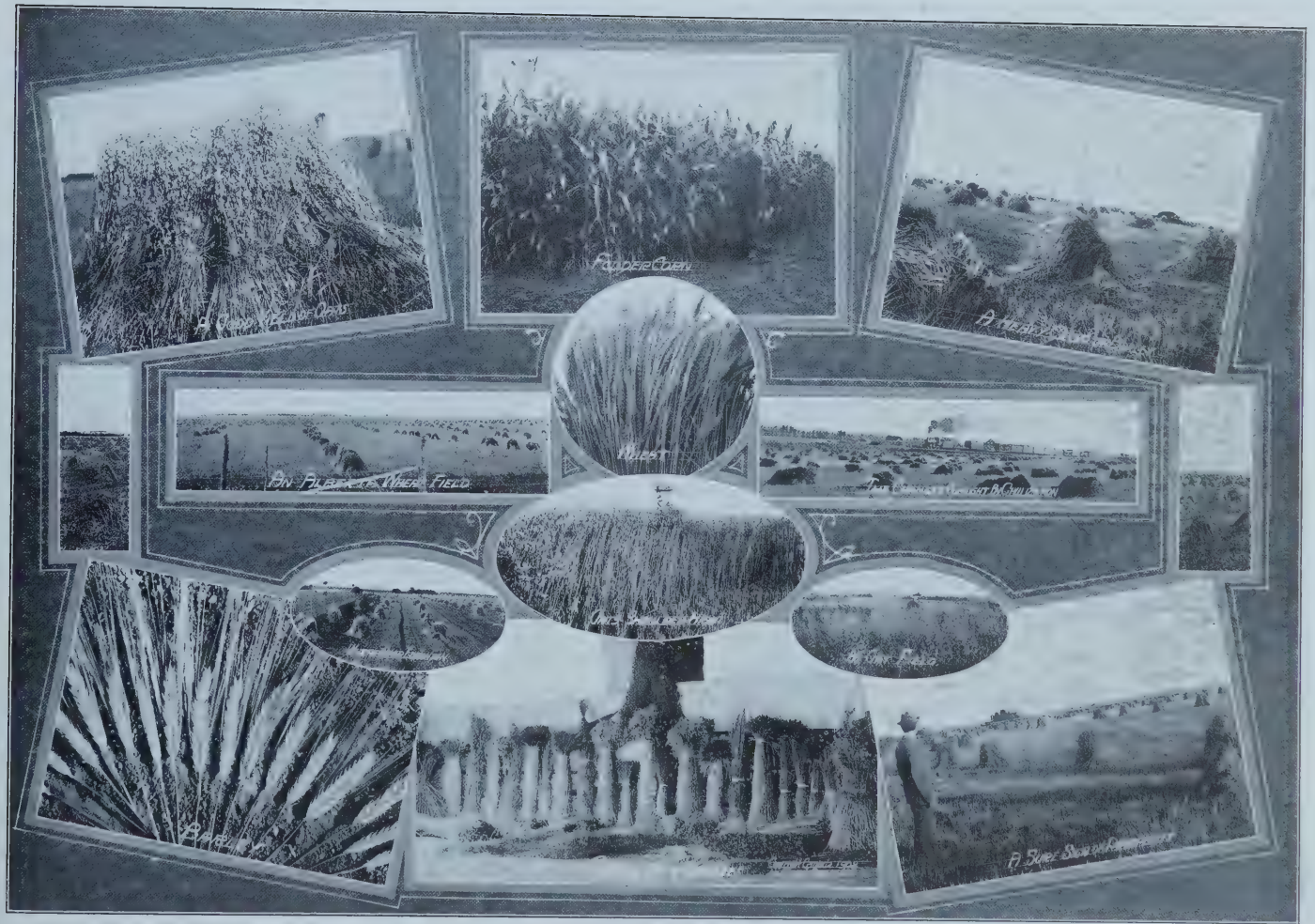
Horse Raising in the Edmonton District is a Profitable Industry

CATTLE RAISING—WHERE REAL MONEY IS EASILY MADE

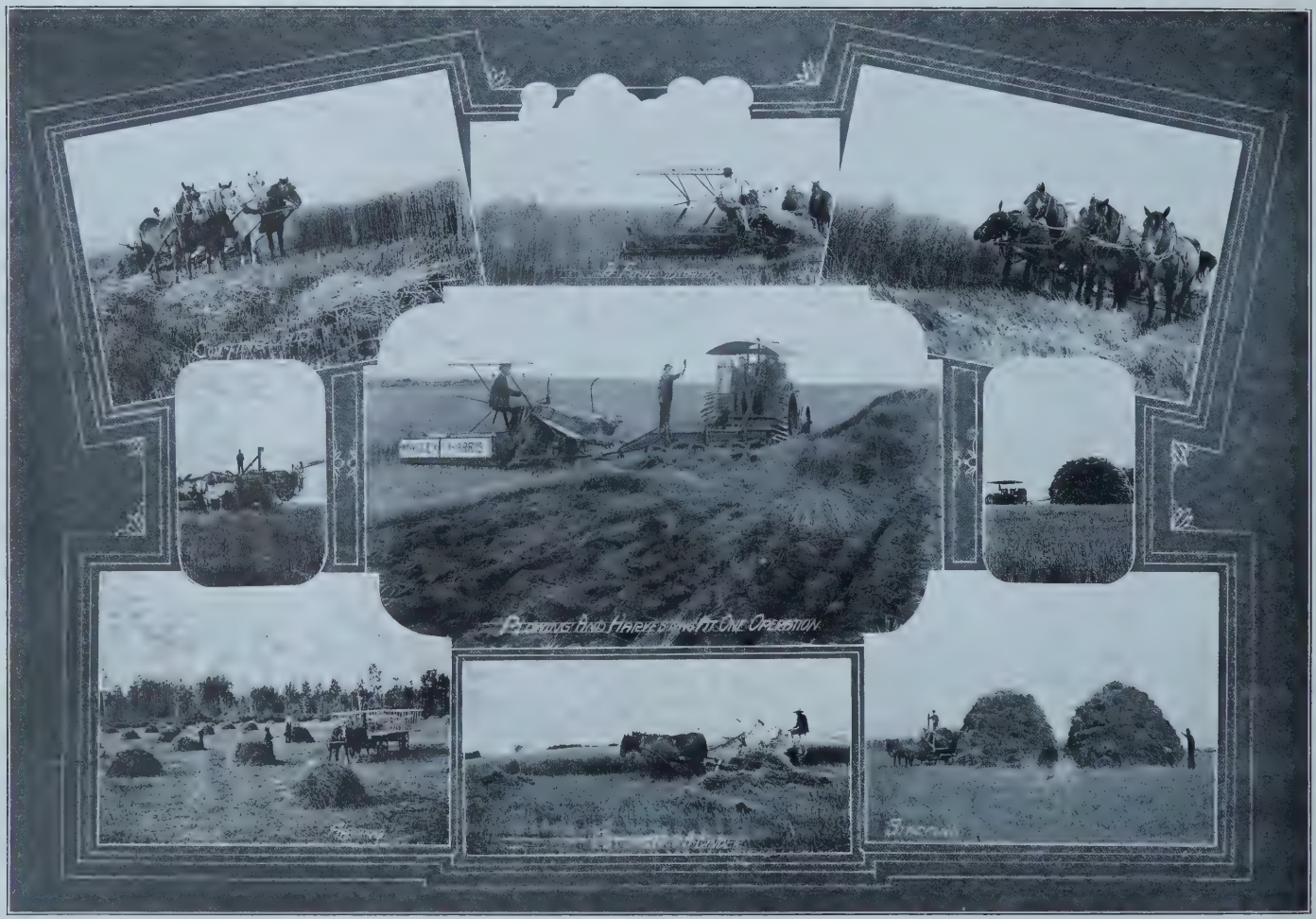
Hog Raising Helps to Pay Off the Mortgage on the Farm

Sheep Raising is Becoming Larger Every Year

Our Wheat Unequalled Anywhere



Grain Scenes in Edmonton District

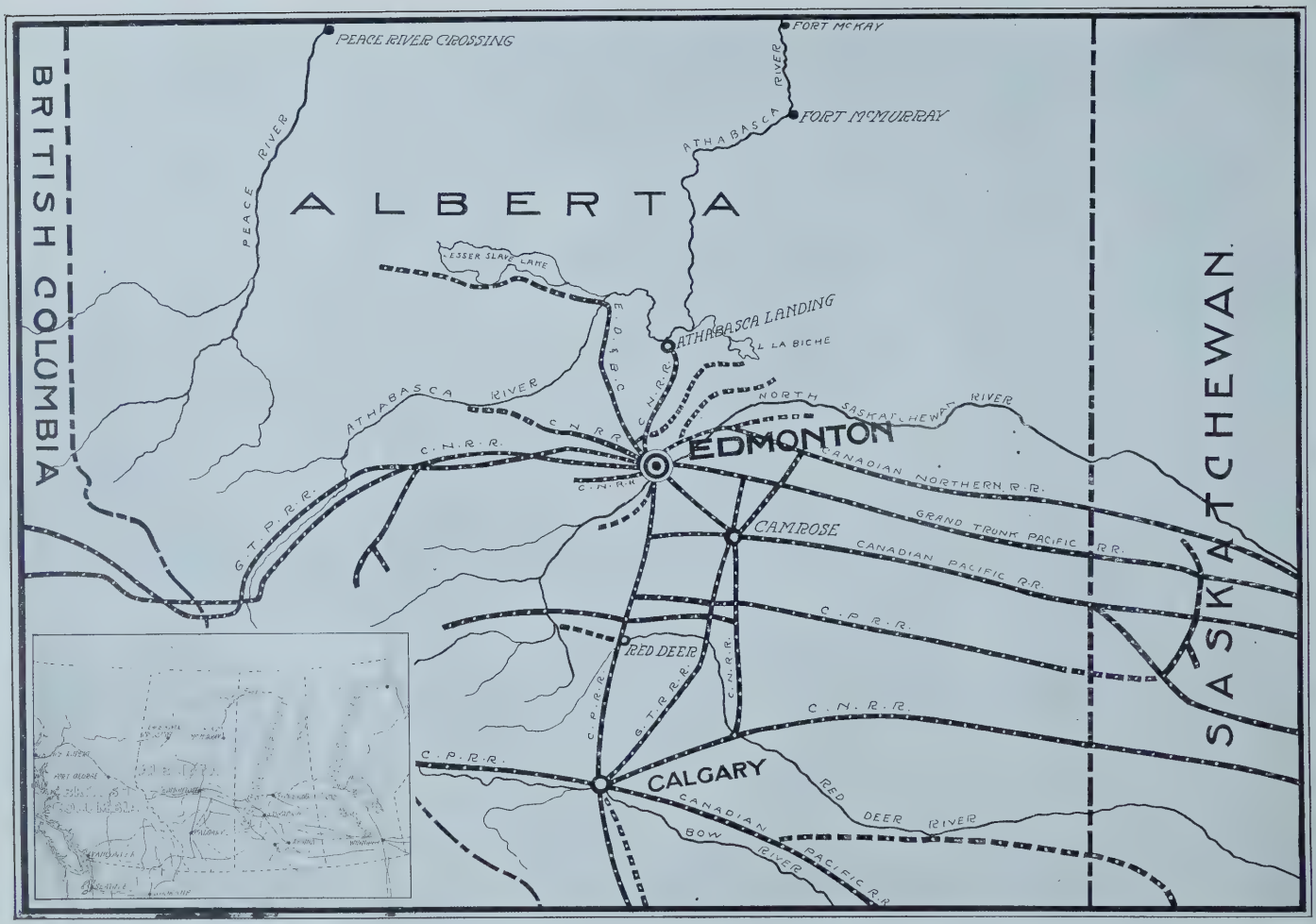



Harvest Scenes

Harvesting and Threshing

Modern Threshing in Edmonton District

Modern Plowing in Edmonton District




Map of Edmonton and District

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*Suggestions and criticisms will be appreciated and considered in publishing our next issue.*

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